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THE RUBBER SLUMP.

United Serdang's Huge Increase of Capital.

(Reuter's Service.)

London, February 9.
The United Serdang Rubber Plantations Company proposes to increase its capital by £250,000, with a view to acquiring other Sumatra properties on advantageous terms, owing to the slump.

CAUSE OF THE KIDNAPPING IN ULSTER.

The Condemned Men Whose Sentences have been Commuted.

London, February 9.
The condemned in Derry jail whose execution, fixed for to-day, precipitated, according to Mr. Collins, the Sinn Féin raids on Ulster are three men, including a warden concerned in the attempted escape of Sinn Féin prisoners from that jail early in December when a warden was murdered and police were beaten, bound, and chloroformed.

A reprieve was officially announced in Ireland on Tuesday evening, one man's sentence being commuted to penal servitude for life and the other sentenced to fifteen years' penal servitude, but the news of the reprieve was apparently unknown when the raids were carried out.

Comparative Quietude.

Later.
The day passed without news of further happenings in Ulster, either in the way of raids or reprisals.

The Northern Government has taken most active measures of self-defence. Five thousand armed special constables are holding the frontier, while repair gangs are busy restoring the telegraph at Belfast and Enniskillen, which the raiders cut last night.

This may explain the dearth of news. That the trouble is not finished appears from a message received during the evening that five special constables and four British soldiers were kidnapped in Monaghan to-day by the Irish Republican Army.

RETRENCHMENT COMMITTEE'S REPORT TO BE PUBLISHED.

Big "Cuts" Expected in Combatant Services and Education.

London, February 9.
The anxiously-awaited report of the Eric Geddes Retrenchment Committee is being published to-morrow.

There has been a fierce discussion in the Press over the Government's delay in publication, which is attributed to the activities of the Cabinet's retrenching committee in whittling down certain recommendations. It is believed that they have rejected £20,000,000, or one-fifth of the suggested savings.

The departments most prominently discussed are the fighting services and education. It is declared that the "cuts" recommended are respectively £48,000,000 and £18,000,000.

The Cabinet is reported to be divided on the subject of the cuts for the fighting services. The exact amounts of the savings accepted will not be known till the Estimates appear.

NORTH GERMAN LLOYD'S CAPITAL.

Increased by M. 125,000,000 to M. 600,000,000.

Berlin, February 9.
The North German Lloyd has resolved to increase its capital by M. 125,000,000 to M. 600,000,000. The company's report declared business prospects to be favourable.

IRISH BILL PASSES FIRST READING.

Second Reading to be Taken in a Few Days.

London, February 9.
In the House of Commons the Irish Free State Bill passed its First Reading. The Second Reading will be taken on the 16th inst.

PETROGRAD-PEKING TELEGRAPH LINE.

Restored as Far as Irkutsk.

Reval, February 9.
The Great Northern Telegraph Company's Petrograd-Peking line has been restored as far as Irkutsk.

REDUCTION IN COTTON CLOTH PRICES.

London, February 9.
Messrs. Horrocks have reduced cotton cloth prices by approximately 10 per cent.

(Other Early and Special Telegrams on Page 2.)

BILLIARDS EXTRAORDINARY.

Newman's Record Break of 1274.

A record break of 1274 was made by W. T. Newman in his billiard match against C. Falkner, in the second scratch tournament at the New Burroughes Hall, London, on December 30 and 31. Newman had been showing extraordinary brilliant form, averaging three figures in nearly every session.

On Dec. 30 he made 1109 (un-finished), and on the following day he increased his break to 1274—which is a record under the new rules—when he accidentally fouled his opponent's ball.

The previous record under the Billiard Association's rules, was 919. This was made nine years ago by Stevenson, who is now touring the East.

There were 168 ships in the harbour to-day as against 169 yesterday. The tonnage was 261,480 against 277,154.

That cargo on boats in the harbour is gradually lessening is shown by the fact that the number of coolies employed on vessels to-day has dropped to 4,000.

The guard at the entrance gates to the Kowloon Wharves was withdrawn yesterday afternoon though the coolies on the wharves are still under police protection.

THE STRIKE.

OWNERS' OFFER RENEWED.

MEN SENDING DELEGATES.

Another Intimidation Case.

The strike situation has advanced another short step. It will be remembered that at the Tung Wah Hospital meeting it was unanimously decided to send a telegram to the seamen in Canton, asking them to dispatch recognised delegates to Hongkong to meet a committee formed of the General Committees of the Tung Wah Hospital and the Po Leung Kuk and representatives of the Chinese General Chamber of Commerce and two general labour associations, which represent altogether about ninety guilds.

A special delegate was sent to Canton yesterday morning with a letter containing a similar request to the seamen. The Tung Wah Hospital guaranteed immunity from arrest of the seamen's delegates whilst they are in Hongkong.

We learn from the Hon. Mr. E. R. Hallifax this morning that the seamen have agreed to send delegates.

Another Step Forward.
That marks one little advance. There is yet another step to chronicle. The shipowners met yesterday afternoon and, we believe on the suggestion of the Government, decided to renew the offer made on January 16.

The scale then proposed was—

Chinese River Steamers	25 %
Other Chinese Steamers, up to 1,000 D. W. Tons	25 %
Canton, Hongkong & Macao Steamboat Co's Steamers	15 %
Other British Companies' River Steamers (taking the scale of Canton, Hongkong and Macao Steamboat Co. as base)	15 %
Coasting Steamers	12 %
Java Lines	7 1/2 %
Pacific Lines	7 1/2 %
European Lines	7 1/2 %
Australian Lines	10 %

Figures Cannot Be Isolated.

It must, however, be made clear that these figures constitute merely a provisional offer which will in no way commit the Arbitration Board when it is finally selected and gets to work. As a matter of fact, though the seamen do not yet seem to realise it, the question of wages cannot be isolated and considered alone.

Wages vary on different lines while some pay pensions and bonuses and others pay none or smaller pensions and bonuses. These and other factors must be considered by the Arbitration Board and the whole question bristles with difficulties which even the owners' tentative offer does not overcome. It must be repeated that it is not a final offer nor an offer that in any way will bind the Arbitration Board.

It is refreshing to hear that one owners' representative who has been in Canton returns filled with optimism. The strikers, he says, are beginning to feel that they have not been well led or have not been led at all. They are becoming distinctly restive and can see no outgate beyond a return to work which he expects soon.

Strike Items.

There was some little stir outside the Seamen's Union this morning, but all that was happening was the removal from the offices of the other guilds declared unlawful of the office furniture.

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We take the following from to-day's Canton Times—
"Eight representatives of the Seamen's Union in Canton left for Hongkong yesterday afternoon to negotiate with the Hongkong shippers for a settlement of the strike."

"COLD FEET"

Alleged Intimidation.

A case of alleged intimidation came before Mr. R. E. Lindsell at the Magistracy this morning.

From the evidence of a Chinese plain-clothes constable, it appears that shortly after mid-day yesterday he was acting as escort to a coolie who was going to take delivery from a ship. He and the coolie went to the Young Tai Hing wharf and were just about to go aboard the vessel when defendant came along the Praya and asked where they were going. They replied that they were going aboard the steamer, at which defendant replied, "Don't you go. Don't you know the situation now?" Defendant told them they should not go aboard, said the constable, and warned them to "tuck out," and said they had better take care of themselves.

Inspt. Watt said he was going to call a civilian witness, but he apparently had "cold feet."

Rather than come to Court to give evidence, the Inspector understood that he had gone to Canton.

Defendant was remanded until Monday, the 13th, bail being fixed at \$1,000.

Shanghai Strike-Breakers.

Our Shanghai correspondent telegraphed yesterday as follows—
Shanghai sympathizers with the shipping strikers held a meeting and voted in favour of giving the strike their moral and financial support and urging the Ningpo seamen to organize and refuse to act as strike-breakers.

Reports are to hand of similar meetings being held in Hankow, Hupoh and Zanzing. One Chinese has been sentenced here to one week's imprisonment by the French court for distributing circulars urging Shanghai seamen to join the strike.

Another Chinese was fined for printing the circulars. Shipping men here deny the report that the strike is likely to spread to Shanghai.

Chinese Mediators.

At a meeting of the Chinese Chamber of Commerce yesterday afternoon (which is reported in another column) the Chairman, the Hon. Mr. Lau Chu-pak, mentioned the meeting held at the Hospital on Wednesday. His announcement of the appointment of the General Committees of the Tung Wah Hospital and Po Leung Kuk and representatives of the Chinese General Chamber of Commerce and the two General Labour Associations to act as mediators on behalf of the whole Chinese community was received with acclamation.

The Chairman proposed the appointment of Messrs. Li Po-kwai, Fung Ping-shan and Ip Lan-chuen (Vice-President, Secretary and Treasurer of the Chinese Chamber respectively) as representatives of the Chinese Chamber of Commerce.

Mr. Lau Chu-pak asked the three gentlemen to disregard intimidation or malignity in the execution of their work. "There is no fear of being assassinated if you are dictated by your conscience in whatever you do," said Mr. Lau Chu-pak.

In our report of Mr. M. K. Lo's speech at Tung Wah Hospital, we gave him as saying that he had doubts of the faith of the seamen in the impartiality of the Board of Arbitrators. Mr. Lo tells us that he did not wish to convey any suspicion of the gentlemen who might be appointed, but merely urged that since arbitration had already been declined, a letter to the seamen might not have as much effect as a deputation.

ANOTHER MERGER.

Dairy Farm's Latest Move.

We hear that an amalgamation is to be effected between the Hongkong Dairy Farm, Ice and Cold Storage Company, Ltd., Messrs. Lane, Crawford and Company, and Messrs. Wiseman, Ltd., and that the three concerns will be accommodated in the new premises to be erected in Des Voeux Road off the site at present occupied by Wiseman's.

That Messrs. Lane, Crawford and Wiseman's intended merging we announced some time back, and it will also be recalled that at one time there were prospects of the Dairy Farm Company amalgamating with the Hongkong Hotel Company, but that this scheme eventually fell through.

The news of this latest amalgamation will be received with much interest in local business and other circles.

A CASE OF IGNORANCE.

Cruelty Charge Dismissed.

"The trouble is that these men don't know much about handling animals: it is the general custom of the country not to handle animals very humanely," said Mr. W. J. E. Mackenzie, Colonial Veterinary Surgeon, giving evidence in a case of cruelty to a bullock which came before Mr. J. R. Wood at the Magistracy this morning.

Inspector Pitt told the Court that the animal was bleeding profusely from the nose and was being hit about the hocks with a stick. He considered it a case of cruelty.

The implements for leading the animal were examined by Mr. Mackenzie, who explained that one was the kind in general use in Europe while the other was the kind used in South China. There was no objection to the Chinese kind if it was used properly and the animal was quiet, and the use of the European sort was an improvement.

In England it was customary to lead the animal by a rope around its horns and only to use the nose lead if the animal became obstreperous, but here the custom was to lead the animal by the nose. Hitting the animal on fleshy parts of the body with the stick produced was not cruelty, but it was cruelty to hit on the hocks and on places not covered by much flesh.

The two defendants were discharged, his Worship cautioning them to be careful where they hit animals under their charge in future.

TO-DAY'S CHINESE NEWS.

Ex-Emperor Betrothed.

A Peking telegram says it is reported that Chang Joki-in concurs with Tao Kwan regarding the resignation of Liang Shih-yi, and that Chin Nan-fan will be asked to form a Cabinet.

The ex-Emperor has become betrothed to the eldest daughter of an East Mongolian Prince.

Our Canton correspondent writes that Admiral Tong Ting-kwang has for the third time sent in his resignation as Minister of the Navy and has recommended Lum Wing-mo as his successor.

It is reported, says our Canton correspondent, that Lung Wing-hin, Chief of the Water Police, went to Macao a couple of days ago and had an interview with the Commissioner of Customs and other important persons regarding the recent harbour incidents and the delimitation of the inner harbour. It is said, however, that Lung's real object was to prepare for the establishment of water police off Wan-chai and Ngan Han, in order to safeguard Chinese sovereignty.

HER FAITH REWARDED.

For 41 days while her husband was in jail awaiting trial on a charge of forgery, Mrs. Henry W. Drinkwater maintained his innocence. Her faith was rewarded when another man confessed to the crime.

WHARF AND GODOWN COMPANY.

Hit By Trade Slump.

The feature of the annual meeting of the Hongkong and Kowloon Wharf and Godown Company, held at the offices of Messrs. Jardine, Matheson and Co., Ltd., this morning, was the reference to the world-wide trade slump and the decreased cargoes which came into Hongkong last year, resulting in the Company earning over £250,000 less than in the previous year. The chair was taken by Mr. D. G. M. Bernard, those also present being the Hon. Mr. A. O. Lang, Messrs. G. M. Dodwell, A. S. D. Cousland, P. A. Cox, S. S. Perry and O. I. Ellis (Directors), W. S. Brown (Secretary), and J. Arnold, T. W. Robertson, Ho Leung, P. K. Kwok, M. S. Northcote, A. W. Heron, C. H. W. Kew, J. Kew and A. S. Ellis (shareholders).

The notice of meeting having been read by the Secretary, The Chairman said—Gentlemen: I propose with your approval to follow the customary procedure, and take the report and accounts—read.

I regret to say that during the past year there has been a large falling off in earnings from practically all departments, particularly from storage, lighterage, and coolie hire. This has been due to the world wide depression in trade and the consequent shrinkage in the volume of cargo passing through Hongkong. In order to reduce expenses, several godowns were closed during the year, the staff reduced, and economies effected in every direction. The profit on working for the year amounted to \$698,180 07, which is \$253,439 89 less than the previous year. Your directors are able to recommend the payment of the usual dividend of \$6.00 per share, but do not feel justified in recommending the payment of any bonus this year.

You will have observed from the Report before you that at the suggestion of our Auditors, depreciation has been debited to Profit and Loss account instead of being dealt with at the annual meeting. As has been the custom hitherto, turning to the balance sheet, the "Land sold" referred to is a small portion of our property abutting on Canton Road, Kowloon, which was surrendered to the Government for road widening purposes. The capital expenditure mentioned under "Kowloon Building" is in respect of our new office, which will shortly be completed. The amount entered under "Kowloon Wharves" represents the balance of payment for our No. 1 Wharf, which was extended to 660 feet during the year.

I do not think the accounts call for any further comment, and I now beg to propose the adoption of the report and accounts as presented. When this has been seconded, I shall be pleased to answer any questions shareholders may wish to put.

The adoption of the report and accounts was seconded by Mr. Cox and agreed to.

On the proposition of Mr. C. H. Kew, seconded by Mr. Robertson, the election of Messrs. Cousland, Perry, Cox and Ellis as directors was confirmed.

The Hon. Mr. A. O. Lang and Mr. G. M. Dodwell were re-elected directors for the ensuing year on the proposition of Mr. Arnold seconded by Mr. Heron.

The re-election of Messrs. F. Maitland and H. Percy Smith as auditors at a remuneration of \$700 per annum was agreed to on the proposition of Mr. Northcote, seconded by Mr. Ho Leung.

"This was all the business, the Chairman announcing that dividend warrants will be ready to-morrow."

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COMPANY MEETING.

Kowloon Land and Building.

The thirty-third annual general meeting of the Kowloon Land and Building Company, Ltd., was held at the offices of the Company this morning. Mr. T. E. Pearce presided and there were also present Mr. J. Rodger and Father Robert (Directors), Mr. M. S. Northcote, (Secretary), and Messrs. L. S. Greenhill, J. H. Seth, W. A. Wilkinson and W. R. Wilkinson (shareholders).

The notice convening the meeting having been read, The Chairman said—I propose, with your permission, to take the Report and Statement of Accounts as read. The accounts now before us call for little or no comment, the result of the year's work being practically the same as that for 1920, so that it is now proposed to pay a similar dividend of \$2.90 per share. During the year some negotiations were entered into for the sale of the three houses, Canton Villas on Kowloon Inland Lot 610 but these were not carried through to completion. The cost of upkeep has been slightly less than for 1920 while the demand for vacancies as they occur show no falling off, it has therefore been decided to further postpone any scheme of redevelopment. I now beg to propose that the report and accounts as presented be adopted and passed and shall be obliged if some member will kindly second.

The adoption of the report and accounts was seconded by Mr. Seth and agreed to.

On the proposition of Mr. Northcote, seconded by Mr. Greenhill, Messrs. T. E. Pearce and J. Rodger were re-elected directors.

Mr. H. Percy Smith was re-elected auditor for the ensuing year on the proposition of Mr. Rodger, seconded by Father Robert.

This concluded the business, the Chairman announcing that dividend warrants were now ready.

WANTED BAIL.

Sentenced Prisoner's Request.

"Can I be bailed out?" a man who had just been sentenced to twelve months' hard labour asked Magistrate Wood this morning. It was a case in which the accused had been committed for trial on a charge of being in possession of two daggers on Jan. 25th, without the permission of the Captain Superintendent of Police and which the Attorney General had referred back to the Magistracy. Mr. Wood passed sentence as stated, to commence from Jan. 26th, and ordered the confiscation of the arms.

News in To-day's News Advertisements.

"Gaby," described as a seven reel masterpiece, will be screened at the World Theatre to-night—Page 12.

Katherine Macdonald in "The Beauty Market" stars on the bill at the Kowloon Theatre to-night—Page 12.

Moutrie's guarantee the Moutrie Piano for seven years.—Page 3.

Sincere's have a Race Week advertisement appearing on page 3. The Cosmopolitan Vaudeville Company is coming.—Page 4.

Consignees of cargo per Penang Maru and Tokushima Maru are notified that cargoes for Hongkong are being carried on to Singapore.—Page 4.

Volunteer Orders are given on Page 4.

A memorial service for the late Sir Henry May, G.C.M.G., will be held on Thursday afternoon next.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 3 1/2d.

The Weather.

2 p.m. Barometer—29.75; Temperature—67°; Humidity—41°.

Lighting-Up Time.

Lighting-up time to-day 6.17 p.m.

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Telephones:—HONGKONG 482 and 3552.
KOWLOON K.226.

CHINESE CHAMBER.

Crown Lands Resumption.

A meeting of the Chinese General Chamber of Commerce, held yesterday afternoon, was attended by a large number of members, the Hon. Mr. Lau Chu-pak presiding.

Before the proceedings commenced the Chairman invited all present to stand up and join him in expressing their condolence on the death of Sir Henry May, the predecessor of the present Governor of Hongkong. Mr. Lau Chu-pak said that Sir Henry had identified himself with public service in Hongkong for over 30 years and it was largely due to his favourable attitude that the Chinese Chamber of Commerce was established. A telegram would be sent by the Chamber to Lady May, through the Governor, Sir Edward Stubbs K.C.M.G., expressing sincere sympathy in her bereavement.

Expectancies and Probabilities.

Mr. Lau Chu-pak said that it would be remembered that at the last meeting reference was made to the proposed Bill to amend the Crown Lands Resumption Ordinance, 1921, which aimed at the exclusion of "mere expectancies and probabilities" from all claims for compensation in land resumption. A sub-committee was appointed to examine and report on the Bill and the result of their deliberation was contained in a report which would be submitted to the Government. Mr. Lau Chu-pak said that a letter had been received from the Colonial Secretary asking the Chamber for their opinion of the Bill. Giving a summary of the sub-committee's deliberations, Mr. Lau Chu-pak said the report pointed out that it was not clear, in the Objects and Reasons, whether the Bill was intended to apply to lands held under certain tenures. For instance, it was not clear from the wording of either the Bill or the example given in the Objects and Reasons whether building lands held under 10-year and 21-year leases which did not contain a "renewal" clause would come within the scope of the Bill. If the law was intended to apply to this class of land the sub-committee submitted to the Government that compensation should be paid in all such cases in respect of the probability of expectancy that the leases would be renewed. Referring to lands held by Chinese, the Chairman said the sub-committee found that a large number of these people held no leases, but merely permits from the Government and it was for these poor natives that the sub-committee asked exemption. As to the lands in China defined that all titles to land, whether building or agricultural, were perpetual, it seemed to the sub-committee that the present holders, so long as they could prove their titles, should be secured in the enjoyment of their property or compensation should be paid to them for any resumption according to the prevailing market value, irrespective of the question of expectancy or probability. In this connection the sub-committee suggested that the law, which had been applied only to land originally leased from the Government.

In connection with the matter of land resumption, said Mr. Lau Chu-pak, the sub-committee wished to convey to the Government representatives under the Bill that the Government had often compulsorily resumed large portions of private-owned land when only a much smaller area was actually required for public purposes, and resold the residue at a profit. The sub-committee had been requested to ask the Government to see their way in future not to resume more land than was absolutely necessary for a public purpose.

Regulation of Exchanges.

Mr. Lau Chu-pak then read the report of the committee appointed to consider the proposed regulations of the Government to apply to exchanges in Hongkong. On the proposal of Mr. M. K. Lo, seconded by Mr. Chow He-tung, the report was altered and read in effect that the Committee of the Chamber considered the Bill necessary because of the bad effects which the exchanges in Shanghai had produced upon trade and commerce. However, in view of the contents of two letters sent in by two Chinese exchanges now carrying on business in Hongkong, the Chamber was of opinion that they should not be compelled to close down and an opportunity might be given to them to show whether they could carry on their business on the lines indicated in their letters. The letters sent in by the two exchanges would be submitted to the Attorney General, together with the report of the Committee to the Chamber.

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Kiaochow Railway.

Mention was made by Mr. Lau Chu-pak of the establishment of a company in North China for the purpose of redeeming the Kiaochow Railway from the Japanese. Mr. Lau Chu-pak said that, according to the information contained in the Articles of Association of the new company, the railway would not be subject to the control of the Chinese Government after its redemption, but the Board of Administrators would consist of men appointed by the Chinese people who founded the company. The railway would not be the property of the Chinese Government. Members who desired to take up shares should communicate with the Chamber.

Lard Workers' Exalted.

Attitude.

In a recent letter the Chinese and dealers of Hongkong sought the assistance of the Chamber to effect a settlement in the strike of their employees for an increase of pay. The Secretary had written to the strikers inviting them to negotiate with their employers through the Chamber. The letter, in reply, said they could not afford time to call at the Chamber and that if the Secretary really intended to help in effecting a settlement they would be quite pleased to receive him at their club. The Chinese Chamber of Commerce had invariably promptly responded to requests to settle differences between employers and employees, but the Chairman believed the Chamber could give no assistance in this case under the circumstances. He proposed that the matter be shelved.

Mr. Chan Kan-yue suggested that the Chamber comply with the request of the strikers and a representative be appointed to interview them.

Proposing the appointment of Mr. Chan Kan-yue as the Chamber's representative, Mr. Chan Siu-ki said that no man was better qualified than Mr. Chan for the mission.

Mr. Chan Kan-yue declined the appointment.

Mr. Ho Yu said that the lard dealers accepted the demand of their employees for a \$7 increase in wages, and there would have been no strike but for the subsequent demand made by the lard workers for shorter working hours. The demand was rejected by the employers, who preferred to close their doors than to further humiliate the men. Efforts had been made to engage new men, but without success owing to intimidation and assaults committed upon new men by the strikers. It was unanimously decided to put aside the letter of the lard dealers.

Old Hongkong.

The meeting resolved to write a letter of thanks to the Hon. Mr. H.E. Pollock for a gift of three pictures to the Chamber. The pictures, said Mr. Lau Chu-pak, were scenes of Hongkong before it was ceded to Great Britain.

FOOTBALLERS' BAD LANGUAGE.

The Lancashire Football Association reports that out of 655 players ordered off the field for using "bad language," 60 per cent. were members of Sunday School League football clubs.

NOTICE

LANE CRAWFORD'S

Invite an inspection of the new
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HONGKONG.

tion may be raised as to whether the increased income should not be assigned as security for earlier loans which do not have adequate guarantees. But no stipulation to the effect was made when the increase was granted at Washington, which leaves the Chinese Government free to dispose of the new income as it sees fit. Moreover, the new bond issue will not absorb anything like the total additional revenue, unless it is planned to pay off the bonds in a very short time. And, finally, there is the report that the suggestion for such a loan has come from the Conference at Washington.

As for the Cabinet, there is the possibility that objections may be raised unless some of the loan can be used for other purposes than the purchase of the Shantung Railway. At the time of the negotiations for the Railway Car Purchase Loan the bankers showed that they did not intend to let political officials have any perquisites out of the transaction. Probably they will take the same attitude in this connection. Therefore there may be no great enthusiasm for the new loan in Cabinet circles. But it is very doubtful if this lack of enthusiasm will be shown. The bankers have given the Government a superb chance to do a popular thing—for a loan for this purpose and under such auspices unquestionably would be popular—and effectually to suppress the reports that it was negotiating directly with Japan and offering to make a Japanese loan for the purchase of the railway. The chance is too good to let slip. And so we may expect the Cabinet to come out heartily in favour of the plan. The important thing, however, is that a definite answer to the serious question left in connection with Japan's withdrawal from Shantung has been given, and given by a group in which there is popular confidence.

CHINESE BANKERS' OFFER.

Financing the Shantung Railways.

Something over a year ago the Chinese bankers formed an association. One of their first acts was to raise a loan for the purchase of much-needed equipment for the Government railways. But they did more than supply the money; they insisted upon supervising the spending of the money so as to make certain that it would go for the purposes intended and not stick to the fingers of officials through whose hands it might otherwise pass. Their service to the country was generally recognized at that time.

Nor did the interest of the Chinese Banking Group in contemporary political affairs end with the floating of the Railway Car Purchase Loan. This group, has since its first organization, been a factor to be reckoned with in any political move, and from time to time it has issued resolutions voicing its opinion on China's national and international policies. Throughout, it has kept alive the impression created at its formation: that it would be a steady and constructive influence in national affairs, and that it would not be dominated by political or militaristic cliques.

Now, according to information from the Cabinet office, it has come forward with another plan for rendering a real service to the country. The Chinese Banking Group offers to float a domestic bond issue for \$30,000,000 for the purchase of the Shantung Railway from Japan. The plan is to use as security the increased revenue from the Customs (which, according to estimates should more than cover the entire bond issue in the first year). Further details have not been made public.

Whether or not the bankers' offer originated with the suggestion from Washington which is contained in the telegram received by the Government, it comes at exactly the right time. The Chinese delegates at Washington have stood out for the proposal that China put the Shantung Railway outright. The question has been: where would China get the money? Shanghai organizations have made general statements that the Chinese people would raise it, but these have not carried much conviction. Now that the Chinese Banking Group has come forward with a definite proposal, however, this particular stumbling block in the way of a settlement has been removed.

It is not likely that either the Customs Administration or the Cabinet will oppose the bankers' plan. In the first place, no question of prior claim on the new Customs income would be raised by using it as the security for such a loan. Ten per cent. of that increase have been set aside for the diplomatic service and the reform of the judiciary. But there is plenty left. Nor would the objection against using this increase as security for political loans hold good, since the loan in question, particularly under the Banking Group's administration, would be for political purposes. Some quarters

THE BLUE FUNNEL LINE

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(Direct)
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 ADAPENOR 23rd Feb. London, Rotterdam & Hamburg
 PYRRHUS 7th Mar. London, Amsterdam & Antwerp

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The M. S. "CHILE"

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports, about 24th February, 1922.

Further Sailings:—

Expected on or about	Will leave for above ports on or about
M. S. "ASIA" —	4th March
M. S. "AFRIKA" —	15th "
S. S. "KINA" —	15th "
M. S. "TONGKING" 25th Feb.	1st April
M. S. "MALAYA" 4th March	12th "

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 Hongkong, 12th January, 1922.

VACATION TRIP.

HONGKONG—SHAMSHUI—WUCHOW.

In the splendid and luxuriously appointed 500 tons Motor Ship, "KONG NING" between Hongkong, Shamsui, Shin Hing through the LOVELL SCENERY ON THE WEST RIVER TO WUCHOW.

SPLendid 1st and 2nd class passenger accommodations; large and airy berth cabins on upper deck; no port holes but large airy windows; fitted throughout with electric light and Fans, etc.

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 Steamers Leave Hongkong.
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 Round trips occupying 5 days; including meals and 24 hours stay on board at Wuchow \$45.00.
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REDEMPTION OF SHANTUNG RAILWAY.

Overseas Support.

Peking, 30th January.
 Chinese Overseas Chambers of Commerce have telegraphed to the Government endorsing the Government's plan to redeem the Shantung Railway with Chinese funds and promising to give their financial support to the scheme.

General Ma Hung-ping, Military Commissioner at Ninghsia, has telegraphed to the Government saying that the Moham-medans in that region have informed him that they will con-

tribute financially to a fund for redemption of the Shantung Railway.

The Peking Education Societies have started a campaign with the object of inducing the public to subscribe funds for the redemption of the Shantung Railway. One feature of the campaign is a series of lecturing tours throughout the city.

"TINO" WILL NOT GO.
 The Greek Legation at Paris denies the report that King Constantine, yielding to British pressure, is about to abdicate in favour of his son, Prince George.

CONSIGNEES.

NOTICE TO CONSIGNEES.

S.S. "LAKE FIELDING"
 From CALCUTTA via
 PENANG, SINGAPORE
 AND HOIHOW.

Consignees are hereby notified that their cargo is being discharged into the Pacific Mail Steamship Co.'s Godown, Kennedy Town at their risk, and expense.

No free storage will be allowed and storage charge will be assessed on cargo remaining undelivered on and after February 8th.

All broken, chafed and damaged packages will also be landed into the Pacific Mail Steamship Co.'s Godown, and date of examination will be advised later.

No claim will be recognised after the goods have left the Godowns, and none will be entertained if presented later than two weeks from February 8th 1922.

No Fire Insurance whatever has been effected.

U.S.S.B. EMERGENCY FLEET CORPORATION
 PACIFIC MAIL STEAMSHIP COMPANY.

Managing Agent
 UNION BUILDING.
 Hongkong, 8th. February, 1922.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From OSAKA, KOBE & MOJI
 The Company's Steamship
 "MALAY MARU."

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th inst., 1922 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.
 Consignees are requested to effect Insurance on their cargo and send in their Bills of Lading for countersignature immediately.

OSAKA SHOSEN KAISHA.
 Y. YASUDA.
 Manager.

Hongkong, 8th. February, 1922.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

Consignees of Cargo for Hongkong per s.s. "Shinryu Maru" are hereby notified that owing to the strike of Cargo and Wharf Coolies cargo for Hongkong will be carried on to Singapore and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc., accordingly.

The cargo will be returned to Hongkong immediately conditions at this port become settled.

OSAKA SHOSEN KAISHA.
 Y. YASUDA.
 Manager.
 Hongkong, 7th. Feb. 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

KONINKLIJKE PAKETVAART
 MAATSCHAPPIJ.

From BELAWAN DELI,
 PENANG & SINGAPORE.
 The Steamship

"VAN OVERSTRATEN"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 13th, Feb., 1922, will be subject to rent. Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
 JAVA-CHINA-JAPAN L.I.N.
 Agents.
 Hongkong, 8th Feb. 1922.

NOTICE TO CONSIGNEES.

LLOYD TRIESTINO
 From TRIESTE Due 17th. Feb.,
 S.S. "TRACIA"

Consignees of cargo for Hongkong, per. above steamer are hereby notified that owing to the strike of cargo and wharf coolies, cargo for Hongkong will probably be carried on to Shanghai and landed at that port.

Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc.
 Any cargo so overcarried will be returned to Hongkong immediately conditions become normal.

DODWELL & CO., LTD.
 Agents.
 Hongkong, 7th. February, 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
 AND
 CHINA MUTUAL STEAM
 NAVIGATION CO., LTD.

Consignees of cargo for Hongkong per s.s. "PYRRHUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Shanghai and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE.
 Agents.
 Hongkong, 6th. Feb. 1922.

NOTICE TO CONSIGNEES.

M.V. "GLENAMORY"

From UNITED KINGDOM
 AND CONTINENT.

Owing to the Strike of Cargo and Wharf Coolies, Consignees are hereby notified that Hongkong Cargo will be carried on to Shanghai and landed there. Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc.

The Cargo will be returned to Hongkong immediately conditions here become settled.
 JARINE, MATHESON
 & CO., LTD.
 Agents: "BLEN" LINE, LTD.
 Hongkong, 4th. February, 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS
 LIMITED.

From ANTWERP,
 MIDDLESBRO, LONDON &
 STRAITS

S.S. "BENMOHR"

Consignees of cargo per the above-mentioned steamer are hereby notified that owing to the existing strike conditions cargo for Hongkong is being carried on to Shanghai where it will be landed and whence it will be returned to Hongkong when conditions at this port permit.

Consignees are accordingly recommended to make the necessary arrangements as regards insurance, etc.

GIBB, LIVINGSTON & CO., LTD.,
 Agents.
 Hongkong, 4th Feb. 1922.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS
 LIMITED.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.
 Steamship
 "BENVORLICH"

Consignees of cargo per the above-mentioned steamer are hereby notified that, owing to the existing strike conditions at this port, all cargo destined to Hongkong is being landed at Singapore and will be forwarded on as soon as conditions here permit.

Consignees are accordingly recommended to make the necessary arrangements as regards insurance, etc.

GIBB, LIVINGSTON
 & CO., LTD.
 Hongkong 3rd Feb. 1921.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
 AND
 CHINA MUTUAL STEAM
 NAVIGATION CO., LTD.

Consignees of cargo for Hongkong per s.s. "GLAUCUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Shanghai and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE.
 Agents.
 Hongkong, 6th. Feb. 1922.

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL
 LINE.

Consignees of Cargo for Hongkong per s.s. "OCEAN MONARCH" from New York are hereby notified that owing to the strike of Cargo and wharf Coolies, cargo for Hongkong is being discharged at Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become settled.

THE BANK LINE, LTD.,
 General Agents.
 Hongkong, 6th. Feb. 1922.

A TUCHUN'S POWER OF VETO.

Shantung Assembly's Proceedings Nullified.

Members of the Shantung Provincial Assembly to the number of 46 have issued an account of a highly illuminating episode which occurred in Tsinanfu a few days ago. They desired to elect a Speaker the spokesman of their choice: the Tuchun thought otherwise, and the methods he took to enforce his views, although not original in China, are none the less instructive in these democratic days.

The situation seem to centre largely round one Hsien Yih-tsun, a politician of the Anfu persuasion. He had held office during the Anfu regime, but when that came to an end, found himself without a position. His desire once more to secure official position led him to become a candidate for the Speakership of the Shantung Assembly, and it is interesting to see the influence he brought to bear on the matter. In some manner or other he was a protégé of Pan Fu, a former Minister of Finance who used to be regarded as "protector" of the Shantung Tuchun, Tien Chung-yu. Either at the instigation of Pan Fu or on his own account Tuchun Tien decided that Hsieh should obtain the vacant post, and steps were taken accordingly.

SOLDIERS TO THE FORE.
 The Provincial Assembly had other ideas on the subject, and there was at least a strong majority against the Tuchun's nominee. The election, the representatives decided, was to be above suspicion in every respect, and as an incentive to square dealing invitations were issued to foreigners to witness the proceedings. As a matter of fact we believe that only one foreigner was able to attend, for the measures taken by the Tuchun upset the whole of the plans. At the hour of the meeting, (our informants state) more than 4,000 soldiers were surrounding the assembly hall, and already secret police were inside.

Mr. Wang Cheng-hsun was elected chairman of the meeting, and the trouble at once began. It was seen that the Tuchun's party was in a minority of about 35 to 81, and the representative of the Tuchun, Mr. Sun Hung-bin, started the proceedings by declaring the meeting illegal. A heated debate of brief duration followed, settled only when the secret police of the Tuchun took effective steps to end the situation by upsetting the tables and breaking up the furniture. There was no election, and to make matters worse, when the members of the Assembly left the hall, they were blamed by the Tuchun's soldiers for having created the disturbance, and are now being proceeded against in court.

The members of the Provincial Assembly are wrath over the episode and have issued a statement of the facts in a leaflet which concludes with the following paragraph:—"Robbers, who acknowledge what they have done, are at least brave, but these men are worse than robbers. We are heartily ashamed that there are such creatures in the one organ representing the public opinion of the province. This affair is a dangerous precedent for the Provincial Assembly as well as for Shantung province."

NEW GERMAN MERCHANT FLAG.
 The new German Mercantile Marine flag is rectangular, with three horizontal stripes, black, white and red. Next to the staff in the black stripe are inset the national colours, black, red and yellow, with an outer upright strip of white for definition. Where the master is a retired naval officer he will fly with an iron cross superimposed.

REDUCTION OF ARMAMENTS.

What to do with the Savings.

Mr. Muto Sanji, the President of the Dai Nippon Commercial Guilds' Association, has laid a statement before Viscount Takahashi, the Japanese Premier, with regard to the use of the surplus money derivable through the reduction of armaments. A summarised translation reads:

"It is a matter for the greatest congratulation that an agreement governing the restriction of armaments being now completed, it has become possible to lessen the financial obligations of all countries and so contribute towards the maintenance of the world's peace. In our country, as in others, national expenses will be economised in many ways through this agreement. We consider that the benefit to be derived from the limitation of armaments consists in the financial surplus is appropriated—a serious question, which needs the calm study of the nation. We take this occasion to express our opinion for your Excellency's judgment. In the first place, it is a duty of the State properly to succour the workers whom the restriction of armaments may throw out of employment, but outside this question the financial surplus obtainable through the scrapping of armaments ought to be used, we believe, in directions where special need is experienced to cultivate a healthy development of the State. That is, in the reform of education, improved treatment of soldiers, especially of prisoners, and the re-adjustment of the taxation system."

We feel keenly how great a factor is the diffusion and replenishment of education in the healthy development of a State, seeing that, notwithstanding that the outbreak of Bolshevik thought has demolished Russia, the spreading of similar thoughts cannot destroy Germany, who is steadily restoring order and showing industrial progress, while suffering from too heavy obligations as a result of her surrender. Novel and outrageous thoughts are now vigorously imported, and will be imported, to Japan, and if a nation without proper judgment were infected by such ideas, they would destroy social order and check the development of the national career. This is why we consider education of such supreme importance to-day.

Japan's education, however, is given over wholly to mental instruction, ignoring moral and physical education, and the burning need to-day is, we believe, that more stress be laid upon the cultivation of character and constitutional training.

With respect to educational institutions, various higher grade schools, middle schools, and supplementary schools ought to be increased, and there is special need for commercial supplementary schools and the increase of compulsory education expenses to be furnished by the National Treasury.

"With respect to educational institutions, various higher grade schools, middle schools, and supplementary schools ought to be increased, and there is special need for commercial supplementary schools and the increase of compulsory education expenses to be furnished by the National Treasury."

"For the Blood is the Life." Sufferers

from Bad Legs, Rheumatism, Gout, Gravel, Neuritis, Sciatica, Palsy, Paralysis, Dropsy, etc. The only sure way to complete and lasting relief is to free the blood of the poisonous waste matter, the one cause of such troubles. Clarke's Blood Mixture contains ingredients which soon overcome and expel the impurities, clear away the blood, and so cure the disease.

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 Pleasant to take.
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BURNETTS Gin was a household word in London before most of the men who fought in the big war were born--AND STILL IS!

Sole Importers

A.S. WATSON & CO., LTD.

Wine & Spirit Merchants.

Phone 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 10, 1922.

FIGHTING THE "WETS."

Despite the Prohibition laws in the United States, it is still possible, for those who know how, to get intoxicating liquor as a beverage in considerable quantities. People who have visited America since the operation of the Prohibition Act are unanimous on that point, and recent reports from the States show that violation of the law is not individual but organised. Indeed, according to a leading New York paper, it is nothing short of a vast business. The Government is engaged not in apprehending a person or a group of persons here and there but in suppressing a profitable industry, so profitable that officials themselves occasionally take advantage of their position to conspire with those whom they are sworn to deliver to justice. Those entrusted with the enforcement of the law have to combat both smuggling and domestic manufacture. Huge quantities of liquor are intercepted, but quantities as huge admittedly escape. The seizure of thirty complete sets of forged withdrawal permits for liquor in bond, each calling for a minimum of 1,000 cases of whiskey, the total having a value of \$2,000,000, is pointed to by officials themselves less as a triumph of law enforcement than as a sign of the extent of the illegal traffic.

If this determined opposition to the law were general, if it were nation-wide, it could be met by a repeal of the flouted law, but according to what we read, the tremendous machinery for making or smuggling and delivering liquor exists for a few spots on the map. New York, Chicago, San Francisco, Boston—places like these are as wet as they dare to be. But the great stretches of country in which the mass of people live know of the spectacular battle between officer and bootlegger only as they know of any other distant event. Over most of the country, we are told, Prohibition is a commonplace fact. The spirit of violation which is so conspicuous in a few centres like New York is absent from the rest of the country. As to how the opposition to Prohibition shall be met, there appears to be a growing volume of opinion that it will best be done by opposition as determined. Bootleggers will have to be convinced that the law is as energetic and as persistent as they. Every fresh tightening of the net increases the likelihood that such liquor as is offered for sale is deadly stuff. This incidental consequence of enforcement will tend to diminish the zeal of drinkers who do not value liquor above life. The chief reliance, however, must rest upon the discouragement of illegal operations, which inheres in fines and jail sentences. It must be made more and more difficult and dangerous to make or smuggle liquor. To suppose that, in a fight to a finish the Government will be defeated and the bootleggers be triumphant is absurd, observes one journal. The only possibility of such a result lies in abandonment of the fight by the Government.

Whatever we may think about the wisdom or unwisdom of the Prohibition law, it is clear that no country could countenance such opposition, on organised lines, as is being displayed in the United States. It is a big fight that the authorities are engaged upon, for large and wealthy interests are no doubt at the back of the resistance to the law. If it is so, as appears to be this case, that the people as a whole approve of Prohibition, then the Government can only act along one line—to conduct a vigorous campaign against the law-evaders. The officials have an advantage in the very fact that the illegal traffic is localized. It is a matter of plugging up a few holes, one or two of which are inconveniently large.

NOTES & COMMENTS.

Is Canton Conniving?

Is the administration in Canton aiding the smugglers, or is it not? There have been several rumours that it is; there have also been denials. Some colour was given to the rumours by a Chinese commercial man who stated that the strikers are making efforts to stop the inflow of food supplies over the border by posting pickets along the line at Sun-chun, Shekki, Kongmoon and other points. This fact was referred to by the speaker as evidence of Canton's connivance, giving a suggestion of veracity to the alleged political significance of the movement. There are reports to the same effect, and the assertion is heightened by the circumstance that a number of the speaker's friends, returning from Canton, declare that they were interfered with by pickets at Canton railway station and dispossessed of the small quantities of foodstuffs they were bringing down to the Colony for their personal use. These matters certainly have an air of connivance, if not of instigation. Let us not jump too quickly at conclusions, however. The strike is inconceivable Canton as well as us. Owing to the cessation of rice supplies from the Colony, a shortage is being experienced in the City of Rams and prices are rising. This may simply mean that the powers that be in Canton prefer to humiliate the strikers at the cost of the inhabitants, but the assumption is a big one. If the rumours should turn out to be well-founded, they would partake of the nature of an unfriendly act; but there have been enough misunderstandings between Hongkong and Canton, and no sensible man would wish to disturb the improved atmosphere of recent months by drawing premature inferences. Prudence therefore dictates a suspension of judgment until more precise news is available.

The health return for Wednesday showed one non-fatal case each of diphtheria, enteric fever and paratyphoid fever, the sufferer in each instance being a Britisher.

On Sunday next at St. Joseph's Church a special High Mass will be celebrated at 10 o'clock in honour of the newly-elected Pope, Pius XI. The Rev. Father Walsh will deliver a special sermon.

The Trouble in Ulster.

Considering how high feeling has run, the Irish truce has been well kept. All the more pity that a breach of it should have occurred. First impressions were that the question of the rectification of boundaries, which is sure to be a source of heartburning, was the cause of the outbreak. Coming at the present critical juncture, the contretemps means the risk of exacerbating animosity. Already Unionist reprisals are spoken of, though it is devoutly to be hoped that saner counsels will prevail. Later cables, however, indicate that the deplorable occurrence was not connected, at least not directly connected, with the boundary question, but was due to a curious misapprehension. The incident is altogether lamentable, but it is to be hoped, now the position has been made clear, that there will be no extension of the mischief.

Australian Cricket.

From the purely cricketing standpoint the Iredale "benefit" match at Sydney between the Australian touring team and the Rest of Australia was notable as demonstrating that the big Colony has another lot of players who are equal to the collection which was so successful against the Old Country—that is, according to the unexplained reason, the match was left unfinished, contrary to the custom in Australia, where the comparatively limited programme allows of games being played without any time restriction. Iredale reaped a handsome sum, but perhaps the game will revive the question of the status of Australia's players, all of whom appear as amateurs. Frank Iredale was not quite a cricketering giant—he never reached the grade of Victor Trumper, for example; yet for some seasons he was certainly one of Australia's best batsmen. It should be remembered, too, that when he was playing in Test match cricket England's bowling was at high-water mark. Those were the days of Tom Richardson, Lockwood, and George Lohmann, the last-named of whom reappeared in international cricket after illness had compelled a sojourn in South Africa. Iredale acted as correspondent for the Daily Telegraph in respect of Test match cricket in Australia and for an Australian journal while playing in England.

SCOTS WITHOUT WHISKY.

A Glasgow message says:—Scotland is threatened with a shortage of whisky. No liquor was distilled from March, 1917, to March, 1919.

DAY BY DAY.

AN AIM IN LIFE IS THE ONLY FORTUNE WORTH THE FINDING; AND IT IS NOT TO BE FOUND IN FOREIGN LANDS, BUT IN THE HEART ITSELF.—R. L. Stevenson.

The letter addressed to us in connection with a stranded American has been handed by us to the American Consulate.—Ed. H.K.T.

"Between Ourselves" by "Robt. MacWhirter," has now become a weekly feature. It will in future appear in the Telegraph every Friday.

The Bank Line advise us that a wireless telegram has been received reporting that the "City of Genoa" had due to arrive here at noon to-morrow.

Prizes and surprises are promised for the fancy dress dance at the Kowloon Theatre on Tuesday night in place of the usual cabaret dance.

The health return for Wednesday showed one non-fatal case each of diphtheria, enteric fever and paratyphoid fever, the sufferer in each instance being a Britisher.

On Sunday next at St. Joseph's Church a special High Mass will be celebrated at 10 o'clock in honour of the newly-elected Pope, Pius XI. The Rev. Father Walsh will deliver a special sermon.

Pickpockets are apparently busy. A Chinese named Lok Chi-yung, residing at 84, Connaught Road Central, reports that about three o'clock yesterday afternoon, while in Sincere's, somebody abstracted from his pocket a purse value \$4 and containing \$131 in notes.

A special attraction for patrons of the World Theatre is shortly to be provided by the Cosmopolitan Vaudeville Company, which will open a season on Tuesday night. The Company includes the Garcia Troupe, renowned athletes; Nina, the latest singing and dancing, and Gladys Gordon, the expert silver wire performer. The Company comes here from Saigon, and should prove a big draw.

In our to-morrow's Picture Page will appear photographs of the children who took part in "The Fairy Chain" play at the City Hall; the players in the recent cricket match between H.K.C.C. and the United Services; a picture of one of the Hongkong Hotel Company's new motor buses; as well as a photograph of one of the Kowloon-Canton Railway motor coaches, together with an illustration of the 150-horse-power engine thereof.

A SURPRISE VISIT.

Revenue Officer's Capture.

Paying a surprise visit to a Chinese tenement house about half-past eleven last night, Chief Preventive Officer Wat knocked on the door and then peered through the cracks in the door. He saw a woman coming from the direction of the kitchen. She opened the door and the officer went into the cook-house, where he found a man apparently engaged in preparing opium and the utensils for the purpose, also a quantity of prepared opium. The officer arrested the man and took him to the Police Station. The woman ran away and was arrested later.

The male defendant told Magistrate Wood this morning that he sub-let the kitchen to a man for \$3 a month. This man was preparing the opium and when the officer called he got out of the window and made his escape by climbing up the drain pipe.

The man, who was previously convicted in June last year, was sentenced to 3 months' hard labour for preparing the opium and for being in possession of it. He was fined \$100, or in default, sentenced to an additional 2 months' hard labour.

CASTLE TO FOUNDRY.

Miss Victoria Drummond of Megginch Castle, Perthshire, has just completed her apprenticeship at Lillybank foundry. Her ambition is to become a marine engineer.

Between Ourselves

By Robt. MacWhirter.

Ay, we've been taking our pleasures madly this week right enough. I'm no' referring to the seamen nor yet the cargo coolies, mind ye, but simply to some of the on-goings in our own house. We made a start on Sunday last when Ham came and was first introduced into the family circle. Now, you don't know Ham, so I'd better do likewise for he's our latest addition, though of a breed hardly worth mentioning. I christened him Ham out of respect to my old friend Mr. Tee Tan Tai. Ay, you've guessed it first time. Ham, he's as black as Auld Nick's waistcoat, and though alleged to be of pointer extraction, I wouldn't mind betting that his father wasn't as careful as he might have been. Promised, Janet some six weeks ago, he was so long in coming that I wonder now that one of our Kowloon yellow-painted Jaegers hadn't gotten him before he won our length, but no, it seems that this is to be our lucky year right enough what between black cats and blacker dogs.

Of course, the arrangement, whereby our home was to become a zoo on the instalment plan, had been carefully kept from me, so when I answered the door on Sunday last to a couple of tear-stained youngsters and an amah, who apparently saw nothing but humour in the situation, I was not a little touched. I had hoped from the beginning that they'd come to the wrong house but a chit, addressed to Janet and "with one dog" written on the corner of the envelope, helped a lot to put that idea out of my head. At the same time I wish some folk would be a bit more accurate in their descriptions.

Man, there's nothing vexes me more than to see kiddies crying over parting wi' animals. It aye brings me in mind o' the time I had a tortoise given me when I was a wee boy at Linkumoddie. An animal like yon isn't what ye'd call a lively kind o' pet at the dullest o' times but some how or other I got awfully fond o' Jim, him being called after a second cousin o' my uncle's, their walk being most terrible like one another's. Of course, Jim was barred in the outhouse most of the time and was quite lively in his ponderous way until it came on for the back end of the year and he took to hiding himself under the potatoes. Finally I lost him altogether and it wasn't until well on in the Spring that I came on him away in the darkest corner, and as I thought, dead as a withered leaf. Man, I was terrible vexed and nearly grat my 'een out over the head o' it. When my uncle came home that night and heard the story I think I can see the serious look on his face yet. I was for digging a grave there and then but Uncle John he said never to fash but to sup up my porridge and get to bed and he'd see to the obsequies. That's no' the word he used, of course, but what's the use of being connected wi' a newspaper if I dinna' take the chance when I get it?

Well, time wore on and I mind fine one early summer morning just before kirk time o' going out into the garden to get a bit o' applepie for my hankie when who should I meet facing me coming up the walk but Jim, as brisk and as lively as a tortoise ever can be. Ay, it was him right enough as I could see from a chip on his starboard quarter, said damage being done the year before wi' the wheel of a manure cart. After verification I let out a yell and rushed into the house so excited that I nearly caused my uncle to cut his throat, him being in the middle o' his week-end shave at time. It was a terrible crime in those days to make a noise on a Sunday and I very nearly never got to the kirk over the head of it. As it was, I had to wait until night before the mystery was explained and our minister hearing the story the week following, preached on the Resurrection using the incident as his text. But I didn't care a brass button for that so long as I had gotten Jim back.

Well, as I was telling ye about Ham, I no' rooper got him inside that he began squealing at such a pitch that Janet, she came tumbling down the stairs thinking the wee yin had gotten her finger checked in a dog.

look o' ye that you were newly off a train and that it was a handbag ye were carrying." "Woman," says I, "haud your wheesht. That's the right way to hold a dog. I once lodged wi' a man that took prizes wi' dogs." "Aweel," says she, "it thinks ye're going to hurt it anyway so ye'd better set it down on the floor. Besides, it's time enough when we show him to start carrying it that way."

Madam, I replied wi' all the dignity I could muster, "from the look o' it I would say that his squeal is constitutional. This animal must have been born in Kowloon City and one o' its parents has been where it shouldna' have been. A dog that thinks wi' its lungs has no business in this house anyway. And what's more forbye, when yon black lucky cat o' yours, wi' its untamed progeny gets its eye on this changeling, they'll leave it in such a state o' misery and scratches that it'll be arnica and lysol, and no' dog shows, that'll be uppermost in your mind for a bit."

But Janet, she only sniffed and dragged the black son of a gun ben the house to let the wee yin see it. The next time I set eyes on yon dog was at tiffin time and by then it had got its second wind and a pink ribbon round its neck. "Mind," says I, for I could hear the cats following the boy up the back stairs wi' the chow, but I got no' further than that for it was just then that the unpeaceful picket struck the chow room. Before I got to my feet there were three black objects rolling under the table where there had only been one before, and judging from the noise, intimidation o' the very worst kind was in the process o' making. The wee yin had sense enough to get up on a chair where she proceeded to execute more new fairy steps within thirty seconds than her school teacher could ever have hoped to show her inside a twelve-month.

By the time I thought Ham had got enough in the way of the first lesson, I decided to be neutral no longer, and issued several proclamations right bang off the reel. But I may as well have wirelessed wi' my fingers for all the notice that was taken. When it was that I decided to put my foot down wi' a heavy hand and somehow or other the elder of the pussies just then ceased to take any further interest in the argument, Janet afterwards accused me o' kicking the poor beast, but even if I'm no' a member of the S.P.C.A., I hope I'll never be so far left to myself as to be cruel to any dumb animal. Onyhow that's by the way.

Our cats haven't been seen about the house since, though there's been circumstantial evidence to indicate that they're in the vicinity somewhere, for a bit o' Canadian Salmon (Hongkong Hotel Comptroller Department) got ill-used somewhat the night before yestreen. The small coolie, of course, got the blame on principle, but I have my doubts for all that. As I said to Janet that same night, it's all very well looking at children's storybooks and seeing pictures o' cats and dogs lying by the fireside cuddling and tying knots wi' each other, but it's like lo' o' other things in real life where nature, both animal and otherwise is concerned; ye canna' take ower much for granted.

And when I'm on the subject I wonder what our S.P.C.A. is going to do this year apart from the Fancy Dress Ball that's coming off in a few days' time? I know, of course, that it'll never really get beyond the committee meeting stage until the Society finally makes up its mind to have a man on full time employment. This doing kindness by circular is very apt to fall flat after a bit and it'll take quite a few fancy dress balls to raise the amount required to build a proper Dog's Home, but I was thinking if in the meantime it wouldn't be possible to make a start on some o' the drinking fountains for our doggie friends. I mind o' mentioning this subject before and I think it was just after that that the Society included the suggestion among the things it purposed to first set their hands to, but so far I haven't seen any sign o' the wee drinking troughs. Of course, I quite realise that it's quite possible that the plans have for some time been in the hands of the P.W.D. but all the same, if I may be again permitted to mention the fact, drinking fountains are essentially a summer-time necessity for our four-footed chums and I do really hope that some-

thing will be done soon in that direction.

I never write about dogs without thinking o' Tommy Oliver, the Joiner at Linkumoddie. Tommy was dog-draft and would talk about them for hours at a stretch. Some other day I must find time to tell ye a lot more about Tommy for he was a bit o' a caution in his way and gay through-others wi' his work, though, mind ye, on the other hand, I've heard folk say that there wasn't another for the matter o' thirty miles round that could make such a neat fit in the way o' a coffin. Ay, maybe it's no' what ye'd call a very inspiring thing to mention but we're all got to go that road some day and we may as well have it done right as no' for the bill's to be paid even if Parish has to step in and see ye happy in the hither-end.

But, as I was saying, ye couldn't tell Tommy Oliver onything when it came to dogs—especially Bedlington. Man, many a time I've sat on a brestle up to the knees in shavings and listened to Tommy work his way through the pedigrees o' his dogs. It was the one subject on which he could speak and the stranger or some one home on holiday was just fair corn in Egypt to the man, barred as he was from even mentioning his beloved tykes in the house, for nearly forty years o' canine chatter had hardened the heart o' his wife Jean and she'd got, that rather than at and listen to it, she'd walk outbye in the day time or go to bed if it was dark enough. Ye just needed to look at one of his dogs and say "That's a fine beast" and inside half an hour ye knew that animal better than if ye'd went through its inside wi' a lighted candle.

"Ay," he would say, "she's a bray yin and I wouldn't take fit pounds for her, ay, no' if even the King himself was to go down on his bended knees and offer me the money in a gold net bag. Nuh, I wouldn't pairt wi' her for all the siller minted; she's a full sister to Jed Forest Belle, that yin. Ay, that's her sister sir, and a lot better dog than her, even if she did lift the first prize three years running at the Crystal Palace. I sell a pup aff herte the Duke o' Cumberland last year and it would have lifted cups galore if it hadn't had the misfortune and got run over wi' yin o' they stinking motors." And so he would go on until ye were sorry ye ever had taken any notice o' the dog.

Once Tommy had to appear before the Sheriff at Dumfries as a witness in an assault case arising out o' a poaching affray. In the box and when asked what he knew about the affair, he said—"Weel, my Lord Sheriff, it was just this way. As I was passing the loane-end, just before ye come to the big house, I was carrying a pup and no' very well liking to run ony risk wi' such a valuable beast in my possession, thinks I to myself—

"Never mind the pup; what do you know about the case?" "Weel, your Worship, as I was saying, I heard a noise on the other side of the hedge and no' liking to run ony risks I tied him to a pallin' for I was terrible feared it might get hurt. The Duke o' Argyll's got one o' the same kind aff Jed Forest Jean, and I've another at hame the now—"

"Will you please tell what you know of the assault and leave the dogs alone?" "Weel, your Honour, as I was just going to say, I tied up the pup, a niece o' Jed Forest Nancy, the winner o' two championship cups and eleven firsts when—" "Call the next witness."

The case was decided "not proven" but Tommy Oliver didn't care a curse for that. He never had such an audience to tell o' the Jed Forest family before, which just goes to show ye that a man may even defeat the ends o' justice in order that he may ride his own hobby full pelt. Well, I think I'm about through wi' news for another week. I'm sorry though I haven't had much in the way o' the strike for ye. There's nothing but rumours these days onyway. I would just like to say though, that it's no' true that all the coolies were out at the forepart of the week for we had three cookboys in as many days. I would also like to deny that the landlords have come out in sympathy wi' the seamen; and there's no' a word o' truth in the story that the Anah's Parliament on Nathan Road has been declared an unlawful society and in onyway likely to be used for purposes incompatible wi' the peace and good order of the Colony.

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ENGINEERS' BALL.

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During the day an army of workmen have been busy converting our City Hall into a fit and proper place for the Engineers' Ball, which is due to take place this evening. In accordance with the general practice which has been followed this year, the decorations are less lavish than formerly, but they are not a whit less tasteful. Under the guidance of Mr. George Duncan and others the interior of the hall has been pleasingly treated. At the entrance has been erected a special corrugated iron entrance in which are situated the ladies cloak room (on the left) and the gents' cloak room (on the right). Over the entrance has been erected a large gilt propeller, whilst the entrance way and stairs are treated as usual with palms and ferns. At the foot of the stairs are placed two lamps—starboard and white, giving the necessary nautical touch to things. The card room and bar are located in the library, as is customary.

On ascending the stairs one is faced with a big device, showing the phoenix rising from the flames of the pyre—the crest of the Institute. The motto "Ubique" is also prominently displayed and on the first landing are several other interesting features. The top landing has been lavishly treated with palms, etc. The schemes in the two big dance halls are simple yet very attractive. In St. George's Hall, the Colony's best-known house flags have been utilized and have been blended with red and white drapery, while in St. Andrew's Hall a similar idea has

been carried out, except that the drapery used is blue and white. Both schemes make a pleasing display of colour. In St. Andrew's Hall an illuminated shield of the Institute has been hung at the far end, and in St. George's Hall a painting of the Institute's flag is the feature.

There are the usual assembly and light refreshment rooms, the verandah having been again utilized as sitting out places. The supper will be served in the Theatre Royal and here again a pleasing but simple scheme has been carried out.

Everything points to a very enjoyable evening being spent.

CRICKET.

Saturday's Teams.

The following will represent the Kowloon Cricket Club in their League match against Craigher tomorrow at 2.15 p.m. at Happy Valley:—B. D. Evans, T. M. Cochran, J. Stalker, C. I. Stapleton, E. L. Braga, K. R. Macaskill, C. Dance, F. G. Thompson, C. P. James, F. G. Lawrence and Capt. E. G. Spinks. The following will represent the Kowloon C.C. against the University at 2.15 p.m. at Kowloon:—A. O. Brown, E. J. Edwards, F. G. Herridge, M. L. Ralston, H. Overy, R. E. Lindsell, C. Russell, L. J. Blackburn, E. F. Spinks, F. Evelyn and L. Jack.

START GIRLS' SPORTS.

Mgr. Ruch, the new bishop of Strasbourg, has instructed the Catholic girls' societies in his diocese to organize athletics for girls. The girls will be under strict medical supervision.

FOOTBALL.

Notes on To-morrow's Games.

(BY "QUIZ.")

The matches for to-morrow are as follows:—

LEAGUE: DIVISION I.
Kick off 4.15 p.m.
Hongkong Club v. Curlew.
Clubground.
H.M.S. Tamar v. Kowloon.
Navy "A" ground.
The "King's" v. South China.
Sookunpoo ground.
H.K. Police v. H.M.S. Ambrose.
Kowloon ground.

DIVISION II.
Kick off 2.45 p.m.
Punjabia v. St. Joseph's.—Railway ground, Kowloon.
"Curlew" Reserves v. "King's" Reserves.—Navy "B" ground.
R.G.A. Reserves v. Kowloon Reserves.—Sookunpoo ground.
Club Reserves v. United A.C.—United ground.
University v. South China "A".—Navy "A" ground.

CLUB v. CURLEW.
The game on the Club ground will have a bearing on the League championship. The Club now head the League table by goal average only. The Curlew have had two wins this week and now occupy the fourth position, with five points behind the Club and three matches in hand, so, should the sailors win their remaining matches they will go to the head of the table, and, not being worried with the Shield Competition, will be all out to win the League. The Club will do well this week if they take a point from the sailors. The Club will be without their Captain who was injured last week in the match with the R.G.A. McPhail will probably skipper the side and take up the position of left back. Ralston, it is rumoured, will not be out this week and probably Weyman, late of Kowloon, will be seen in the Club colours this week. The Curlew have a good set of forwards, while Wilson at centre-half can hold his own with anyone and a good tussle will be seen on the Club ground between him and Begg, the Club's dashing centre-forward. A drawn game is expected.

TAMAR v. KOWLOON.
Tamar and Kowloon meet on the Navy "A" ground at Happy Valley and a fast and even game should be seen, with the sailors just getting home. The Kowloon team created a record for their side this season by scoring three goals. The greatest number scored in any match prior to this was two, and on paper they had a weak side, fielding only ten men and taking in Hall who had previously played that afternoon for the Reserves. The Tamar lost to the Curlew by the odd goal in three and they missed the services of Millington, their star centre-forward. The sailors cannot afford to drop any more points, and the match this week should strengthen their position at the head of the league.

THE "KING'S" v. SOUTH CHINA.
A good game should be seen at Sookunpoo which is practically the home of South China, who have been absent from League football for three weeks. South China are still in the running for the League Championship and occupy a similar position to the Curlew. They should win in this match, as the "King's" cannot settle down to good football.

POLICE v. AMBROSE.
Should the Police be relieved from strike duty, they will meet the Ambrose on Kowloon F.C. ground at Happy Valley. The Police played their last match on December 31st, when they went down to the R.G.A. by three clear goals. Should this match be played, a win for the Ambrose is expected, as they were unlucky to lose against the Curlew on Wednesday last. Their goal came as a surprise to the Curlew, who thought they had a very easy game, but in the closing minutes the Ambrose had hard luck in not getting the equaliser.

OTHER GAMES.
In the Junior Division, the best game should be seen on Navy "A" ground, between the University and South China "A". The first match between these teams ended in a draw of one all.

Another good game should be seen on the "B" ground, between the "King's" and "Curlew" second elevens, and the result of this match will have a bearing on the Division Championship. Kowloon Reserves, fielding a full side, should play the R.G.A. to a draw. St. Joseph's should have an easy win on the railway

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DINNER DANSANT!Saturday, 26th. February,
DINNER DANSANT.

ground at Kowloon. United should at the Club on the United ground, but it is yet doubtful whether the Club will be able to field a side.

DIVISION I LEAGUE TABLE.
The Division I League table to date is as follows:—

	P.	W.	L.	D.	For.	Agst.	Points
*H.K. C.	13	6	2	5	18	6	19
*Tama	13	8	2	3	21	8	19
S. C. A.	10	5	1	4	14	5	14
Curlew	10	6	2	2	14	10	14
R. G.	13	6	7	0	21	18	12
The "K's"	13	5	6	2	18	12	12
*Caird	12	3	5	4	7	9	10
H.K. P.	10	3	5	2	11	19	8
Kowloon	12	5	7	0	11	20	8
*Tamar	11	3	6	2	9	24	8
*Ambrose	13	2	9	2	16	23	6

* 2 pts added. * 2 points deducted.

UNIVERSITY LEAGUE.
In a League the R. G. A. are Champions for 1931-22. The table follows:—

	P.	W.	L.	D.	For.	Agst.	Points
R. G.	8	6	0	2	28	2	14
Ambrose	8	4	2	2	15	8	10
Tama	6	3	0	3	20	3	9
Haw	6	3	0	3	11	5	9
The "K's"	5	2	3	0	12	11	4
Mar	6	0	3	3	3	11	3
Carl	6	1	4	1	4	25	3
Tamar	4	1	3	0	4	12	2
Mar	7	0	5	2	3	23	2

R. G. and Ambrose have completed their programme.

TEAMS.

The following will represent Kowloon:—Woodman; Wheeler (Captain); Campbell, Morrison; A. Marley, Hall, Farnham, Coombs. Reserves:—Haw.

The following players will represent South China against the "K's":—Lau Hing, Chan So and Fung Tai.

Cheung Wing Sing, Leung Tai Fong & Leung Yuk To; Lau Tak Chung, Kwok Po Kwan, Wong Pak Chung, Ip Kau & Chu Kwong Yeung.

The following will represent the University against South China "A":—Messrs Y.K. Wong, S.A.M. Sopher (captain), Syd Omar, D. Ling, J. Gurdar, H.S. Tai, D.K. Samy, S.C. Ting, M.S. Lee, K.S. Cheah, T.L. Cheah. Reserves:—P.H. Lim and B.J. Aw.

The following will represent the Club Reserves in their match versus U.A.C.:—R. Hutchison; J. Israel, J. MacDonald; R. Sneddon, S. Sorensen, G. Angus; V. Hast, Spradbury, W. Hyde, A. Morrison, V. Ramsey. Reserves:—R. Duncan.

The following will represent the Hongkong Football Club against "Curlew":—G. Rodger; W. Gerrard, J. MacPhail (Capt); A. Weyman, J. Stewart, A. Mair; H. MacTavish, A. Forsyth, S. Begg, W. Kuhn and E. England.

The following will represent the United in their Second Division fixture:—Beach, Bradley, Hopper, Watkins, Leonard, Urquhart; Hyder, Ross, May, Payne, Clemon.



J. T. SHAW

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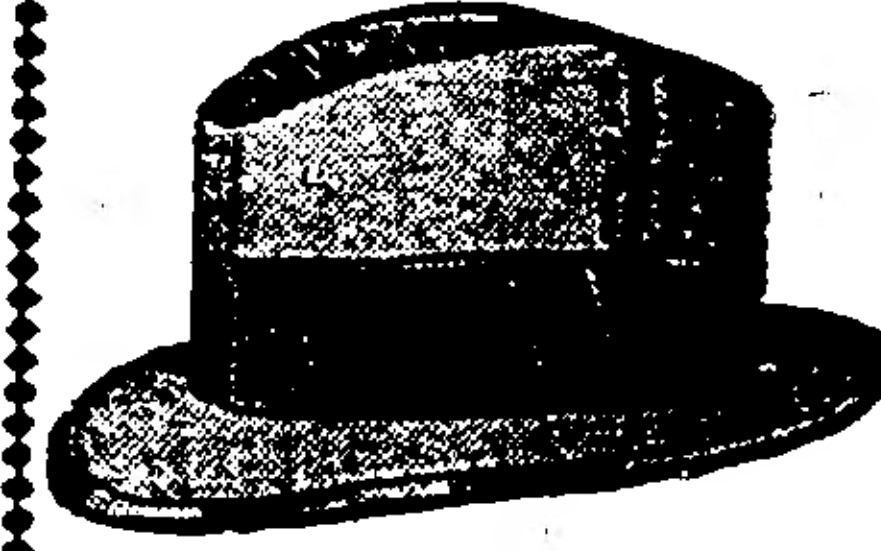
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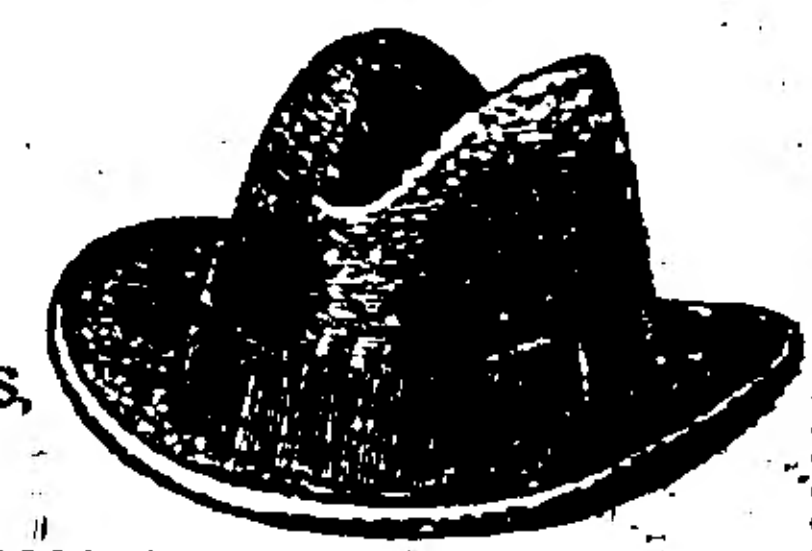


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Maker's description	...	Type "B.T." 30-h.p.
Chassis No.	...	8734
Engine No.	...	AB, 4-383
Size of Engine (4-cylinder)	...	4 ins. x 5½ ins.
Tires (solid rubber)	{ Front wheels ... Rear wheels ...	Single, 900 mm. x 85 mm. Twin, 900 mm. x 90 mm.
Gears (three-speed and reverse)	...	{ top, 7.25: 1 2nd, 12.6: 1 1st, 25.65: 1
Body	...	{ Hinged-sided lorry with semi-enclosed cab
Weights	{ Front axle ... Back axle ...	1 ton, 5 cwt., 1 qr., 14 lbs. 1 ton, 15 cwt., 14 lbs.
Total weight of car unladen (with body)	...	3 tons, 2 qrs.
Load, including three persons	...	2 tons, 6 cwt., 14 lbs.
Total running weight	...	5 tons, 6 cwt., 2 qrs., 14 lbs.

The engine control was standard, consisting of throttle and variable ignition. The engine was governed.

Object of Trial.—The object of the trial was to demonstrate petrol, oil and water consumption, and general reliability.

Description of Trial.—The trial was held over the following route: London, Chard, Penzance, Land's End, Exeter, Wellington, Tewkesbury, Wigorn, Lockerbie, Edinburgh, Newcastle, London. The trial occupied ten days. The weather generally was fine, rain falling on three days. The roads generally were fair. The lorry did not coast when descending hills. The fuel used was motor spirit.

Results of Trial.—Distance.—The total distance covered was 1,264 miles.

Speed.—The trial was run at an average speed (running time only) 5.9 miles per hour.

Consumption.—Fuel: 13.0 miles per gallon (equivalent to 69.3 miles per gallon). Oil: 504 miles per gallon. Water: no water was added during the trial. The total amount to be replaced at the conclusion of the trial being 1.0 gallon.

General.—No work, other than replenishment and greasing was done throughout the trial, with the exception that the carburettor and petrol piping were dismantled thrice, in order to discover the reason for petrol shortage, which trouble ultimately caused three stoppages on the second day. The cause was found to be dirt in the petrol cock.

(Signed) J. W. ORDE, Secretary.

Pall Mall, London, S.W. 1.

19th September, 1921.

(Signed) ARTHUR STANLEY, Chairman.

(Signed) G. H. BAILLIE, Chairman of

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Banks.			
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H. 235 paid	b. 770	b. 765	
K. of E. Asia n. Old 103	n. 102	n. 105	
Marine Insurances.			
Canton	b. 436	a. 440	
North China	n. 144	n. 144	
Unions	n. 240	b. 240	
Yongtze	b. 24	b. 24 s. 25	
Far Eastern			
Fire Insurances.			
China Fire	b. 125 1/2	b. 126	
H.K. Fire	n. 369 1/2	b. sa. 370	
Shipping.			
Douglas	b. 394	b. 394 1/2	
H.K. Steamboats	b. 34 1/2	s. 35 1/4	
Indos (Prof.)	b. 36	s. 36	
Indo Def. Lon/Reg.	n. 265		
Indo Def. H.K. Reg.	n. 280	s. 259	
Shells	b. 84 1/2	s. 85 1/2	
Ferries	b. 36	s. sa. 36	
Refineries.			
Sugars	n. 150	s. 140	
Malabans	n. 48	n. 45	
Mining.			
Kailans	b. 57 1/2	s. 72 1/2	
Langkats			
Shanghai Loans	b. \$9	n. 9 1/4	
Shai Explorations			
Ranba	b. 1	b. 1.20	
Tronohs	n. 23 1/2		
U. M. Caspiar	b. 11 1/2		
Bunguet Con	P. 1.95		
Docks, Wharves, Godowns, &c.			
H.K. Wharves	b. 93	b. ex div. 85	
K. Docks	s. sa. 168	b. 167 1/2	
S. H. Docks	b. sa. ex div. 103	b. ex div. 104	
N. Engineerings	b. 34 1/2	n. 34 1/2	
Lands, Hotels & Buildings.			
Centrals	b. 145	b. 145	
H.K. Hotels	b. 22 1/2	s. 23	
H.K. Lands	b. 203 sa. 204	s. 204 1/2	
H. H. Lands	b. 10 1/4	b. sa. 10.15	
K. L. Lands	b. 46	b. 46	
L. Reclamation	b. 185	b. 185	
West Point	b. 52	b. 52	
Cotton Mills.			
Ewas	sa. \$20	n. 20	
Oriental	sa. \$14	n. 14 1/4	
Shai Cottons	b. \$146	b. 146	
Miscellaneous.			
Cements b. 25 1/4 s. 25 1/4	sa. 25 1/4	b. 25 1/4	
China Light old	b. 12 1/4	b. 12 1/4	
China Light new	b. 13.20	b. 13 1/4	
China Provident	s. 25 1/2	s. 25 1/2	
Dairy Farms	b. sa. 24 1/2	n. 24 1/2	
Electric H.K.	n. 50		
Electric Macao	b. 30		
H. K. & Canton Ice	n. 35	n. 10	
Hongkong Ropes	b. 13.50	b. 13.40	
Hk. Tramways	b. 9.70	b. 9 1/4	
Peak Tram, old	b. 1	b. 1 1/4	
Do. new	b. 1	b. 1 1/4	
Steam Laundries	n. 11 1/2	b. 11 1/4	
Steel Foundries	n. 18	n. 18	
Water-boat	b. 9.80	b. 9.80	
Watsons	b. 23 1/4		
Wm. Powells	n. 34 1/2	n. 34 1/2	
Wisemans			

Hongkong, February 10, 1922

NORTHERN EXPEDITION.

"Well-Equipped Army."

We take the following from to-day's Canton Times:

It is reported that General Kao Pun-tsin of Yunnan will personally lead the Yunnan Northern Expedition army through Kweichow and then proceed from there with the army of Kweichow into Hunan to meet General Chow Hing-tai's force. Another part of the army will be led by Commander Young Shun-ming proceeding into Kweichow to join the grand army of President Sun Yat-sen.

According to the information of Men-tse-sha, the armaments and provisions of the Northern Expedition army have been sufficiently supplied by General Chen Chung-ming. Since his returning to Kwang-tung, General Chen devoted his energy to improve the financial condition and to reform the provincial Arsenal as he sees that both of them have vital connection with Expedition. It is reported that a telegram had been despatched by the General to President Sun stating that he will take up the full responsibility of supporting the grand army in any way and that the Expedition is requested to advance as soon as possible.

In accordance with the instruction of the President, the force of General Li Foo-lin has long been concentrated in Shichow waiting for the order of advance. General Li recently submitted a telegram to the President proposing that the Expedition force should start at an early date. His army is ready to be the advance guard of the Expedition.

Seeing that the Expedition army will soon advance northward and the airships will render invaluable services in the front, Mr. Chu Cheuk Man, the

Director of the Aviation Bureau, gave another to the Canton aviators that the air-ships should have more practice before they are despatched to join the Northern Expedition. This is why we always observe during these several days so many air ships flying in the air.

PEOPLE'S SOCIETIES IN CHINA.

The Chinese Union of the People's Foreign Relations Societies at Peking held a meeting in the Kiang Chia Ta Yuan the other day, when the representatives of forty Societies were present. Two decisions were reached at the meeting, one of which is that a meeting will be held for the discussion of the organization of lecturing parties, which shall deliver street lectures, advising the people to raise funds for the redemption of the railways in Shantung, while the other is that all representatives of the Societies, which have joined the Union, who are absent from five meetings, or who have not paid their subscription fees, will lose membership.

WHAT YOUR EYES TELL.

If your distant vision is clear, if you can read continuously without pain or discomfort, if your eyes never burn, ache, water or feel irritated and you have few or no headaches, omit any immediate concern about your eyes. If, on the contrary, any of the above symptoms annoy you, at least have your eyes examined. Glasses may give you unexpected comfort on required occasions. The Refracting Chamber of the Hongkong Optical Co., successors to C. H. & Co. refracting and manufacturing opticians, located in 53, Queen's Road Central, is at your service, and you can rest assured that glasses will not be recommended unless needed.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to date to-day.

Vessels Arrived.			
Vessel	Agents	From	Mooring
Taiho	B & S	Hainan & Swatow	Taiho Dock
San Samud	O & K	Bangkok	Swanwick
Sun M.		Taiho & Swatow	Wanchai
Clearances.			
Vessel	Agents	Where Bound	Departure.
Raha	J C J L	Rotterdam via Sabang	9th Feb.
Filipa	B & S	Hainan	10th Feb.
Chota M.	Shun Yick	Macao	
Fathima M.	N Y K	Satoko via Shanghai	
Cadarella	N Y K	Singapore via Saigon	
Souha M.	O & K	Taiho via Swatow	
Hachiro M.	Shodwell & Co.	Shanghai	
Tenyo M.	T K K	San Francisco via Shanghai	11th Feb.
Impending Departures.			
(Compiled from our Shipping Advertisements.)			
Vessel	Agents	Destination	Sailing Date
Tokushima M.	N Y K	Colombo	12th Feb.
Koonan	B & S	New York	10th
Qianze	J M Co.	Hamburg	10th
City of Manchester	Bank Line	Hamburg	10th
Pengang M.	N Y K	Rangoon	10th
Raha	J C J L	Hainan	10th
Taiwan	B & S	Australia	10th
Fathima M.	N Y K	Victoria	10th
Sado M.	N Y K	Singapore	10th
Tenyo M.	T K K	San Francisco	11th
Borneo M.	N Y K	Batavia	11th
Changsha	B & S	Australia	11th
Japa	B & S	Yokohama	11th
Hanyan	P & O	Japan	12th
Khiva	N Y K	Rotterdam	12th
Matsumoto M.	R D Co.	New York	12th
Father Dollar	P & O	London	12th
Patna	Bank Line	Japan	12th
Calcutta M.	N Y K	Japan	12th
West Karala	S & D	San Francisco	12th
Mausang	J M Co.	Sandakan	12th
Singapore	B & S	Singapore	12th
Kwangchow	B & S	Bangkok	12th
Tamun	B & S	Hainan	12th
Kailans	B & S	Yokohama	12th
Fookan	J M Co.	Calcutta	12th
Yamang	J M Co.	Manila	12th
Washing	J M Co.	Shanghai	12th
Impending Arrivals.			
(Supplied by our Advertisers.)			
Vessel	Agents	From	Due Hongkong
Sado M.	N Y K	Kobe	10th Feb.
Agapenor	B & S	Singapore	11th
City of Simla	Bank Line	Singapore	11th
Calcutta M.	N Y K	Singapore	12th
Dacre Castle	D & Co.	New York	12th
Khiva	P & O	Singapore	12th
Awa M.	N Y K	Singapore	12th
Igo M.	N Y K	London	12th
Golden State	P M Co.	Manila	12th
Tokio M.	N Y K	Singapore	12th
Korea M.	T K K	Yokohama	12th
Estano M.	N Y K	Kobe	12th
Tamun	N Y K	Singapore	12th
Ginyo M.	T K K	Yokohama	12th
Empress of Asia	C P S Ld.	Vancouver	24th
Devanha	P & O	London	27th
Aluta M.	N Y K	London	1st Mar.
Boston Castle	D & Co.	New York	B. of
Patna	P & O	Liverpool	11th
Norara	P & O	London	11th
Sandrock M.	N Y K	London	15th
Rendal Castle	D & Co.	New York	early in Apr.

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage	Claims to be in by	Examination Date
Malaya M.	O & K	Kowloon	Feb. 15	Feb. 17	Wed. & Sat.
Lake Fielding	J M Co.	Kennedy Town	Feb. 8	Feb. 22	
Glenary	J M Co.	Shanghai			
Queen Monarch	B & S	Shanghai			
Pyra	B & S	Shanghai			
Glaucia	B & S	Shanghai			
Tracia	D & Co.	Shanghai			
Shinyu M.	O & K	Singapore	Feb. 14	Feb. 21	
Lake Gilpin	P M	Kowloon	Feb. 13	Feb. 13	
Van Oosterhout	J C J L	Kowloon	Feb. 13	Feb. 13	
Pengang M.	N Y K	Singapore			

POST OFFICE NOTICES.

The attention of the Public is hereby directed to Para. 81 of the Hongkong Postal Guide which reads as follows:

Neither money nor any other article of value ought to be sent by post except in a registered parcel, and in the case of money by means of a Post Office Money Order or of a Post Office Order duly filled up with the name of the payee. Any person who sends money or any other article of value otherwise runs the risk of losing his property and the Post Office declines all responsibility for such, and will make no enquiries into alleged losses of such letters.

Radio-grams can be accepted for transmission to the Philippine Islands via D. Aguilar and Cavite Wireless Stations at the following rates:

Hongkong Charge		Philippine Charge	
Each word	Minimum 10 words	Each word	No minimum
\$ 0.30	\$ 3.00	\$ 0.30	

Hours of Service are 5 a.m. and 7 p.m.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where made are advertised to close at or before 9 a.m. registered and parcel mails are closed at 6 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Shanghai	Perchou	11th Feb.
Calcutta & Straits	Calcutta M.	12th
Europe via Suez (Letters only London, 5th Jan.)		
Europe via Suez (Parcels only London, 5th Jan. 1922 & Parcels 4th Jan. 1922)	Havelland	12th
Bombay	Khiva	12th
Straits	Awa M.	13th
Straits	Tokio M.	14th
Australia & Manila	Iyo M.	15th
Japan & Shanghai	Kishio M.	15th

OUTWARD MAILS.

For	Per	Date
Straits, Bangkok, Ceylon, Mauritius, L. Marnes, South Africa, India via Dhanesdhi, Egypt & Europe via Marseilles	Sado M.	Sat., 11 inst. Registration 8.45 a.m. Letters 9.30 a.m.
Shanghai, N. China, Japan, Honolulu, C. I., S. A., C. & S. America, Europe via San Francisco	Tenyo M.	Sat., 11 inst. Registration 9.45 a.m. Letters 10.30 a.m.
Shanghai, N. China, Japan, Honolulu, C. I., S. A., C. & S. America, Europe via San Francisco	City of Simla	Sat., 11 inst., 5 p.m.
Shanghai, N. China, Japan, Honolulu, C. I., S. A., C. & S. America, Europe via San Francisco	Khiva	Sun., 12 inst., 9 a.m.
Shanghai, N. China, Japan, Honolulu, C. I., S. A., C. & S. America, Europe via San Francisco	Amakusa M.	Sun., 12 inst., 9 a.m.
Shanghai, N. China, Japan, Honolulu, C. I., S. A., C. & S. America, Europe via San Francisco	At M.	Tue., 14 inst. Registration 8.45 a.m. Letters 9.30 a.m.

*Correspondence bearing weight.

BANKS.

ASIA BANKING CORPORATION.

(An American Bank for trade with the Far East.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.

Complete banking facilities incident to foreign trade. Travellers Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for Sale and Encashment with us.

HEAD OFFICE: New York
BRANCH: San Francisco
HEAD OFFICE FOR THE ORIENT: Shanghai

BRANCHES: Canton, Changsha, Hankow, Peking, Tientsin, Manila, Singapore

D. M. BIGGAR, Manager.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE: St. George's Building, Hongkong.

Chairman of Board of Directors: Mr. Wong Shu Ham

Chief Manager: Mr. L. S. Holum

Asst. Manager: Mr. K. T. Wong

Hongkong Manager: Mr. L. P. Allen

Foreign exchange and general banking business transacted.

Current, Savings, and Fixed deposits bear interests at rates 2%, 4% and 5% per annum respectively.

L. S. HOLUM, Chief Manager.

Hongkong, 2nd October, 1920

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

Established 1824.

A. Capital: 1,000,000 f. 100,000,000

Paid-up Capital: 1,000,000 f. 100,000,000

Reserve Fund: 1,000,000 f. 100,000,000

Special Reserve: 1,000,000 f. 100,000,000

Head Office: Amsterdam.

Branches in: The Hague, Rotterdam, Emden, Agency: Batavia.

BRANCHES:—

Amsterdam, Rotterdam, Emden, Agency: Batavia.

Head Office: 14 bis Rue Laffitte, Paris

Capital: 1,000,000 f. 100,000,000

Reserve: 1,000,000 f. 100,000,000

BRANCHES AND AGENCIES:—

Batavia, Hongkong, Saigon, Shanghai, Singapore, Siam, Sumatra, Tientsin, Yokohama.

Correspondents at: Calcutta, Madras, Pondicherry, Rangoon, Saigon, Shanghai, Singapore, Siam, Sumatra, Tientsin, Yokohama.

The Bank buys and sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transmits bankers' business of every description.

London Bankers: The National Provincial and County Bank of England, Limited, and other banks of London.

The Bank buys and sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transmits bankers' business of every description.

London Bankers: The National Provincial and County Bank of England, Limited, and other banks of London.

W. H. GROSCHAMP, Agent.

BANQUE DE L'INDO-CHINE (INDO-CHINA BANK).

Head Office: 14 bis Rue Laffitte, Paris

Capital: 1,000,000 f. 100,000,000

Reserve: 1,000,000 f. 100,000,000

BRANCHES AND AGENCIES:—

Batavia, Hongkong, Saigon, Shanghai, Singapore, Siam, Sumatra, Tientsin, Yokohama.

Correspondents at: Calcutta, Madras, Pondicherry, Rangoon, Saigon, Shanghai, Singapore, Siam, Sumatra, Tientsin, Yokohama.

The Bank buys and sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transmits bankers' business of every description.

London Bankers: The National Provincial and County Bank of England, Limited, and other banks of London.

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London Bankers: The National Provincial and County Bank of England, Limited, and other banks of London.

W. H. GROSCHAMP, Agent.

AMERICAN PRINCESS' REGARD FOR HER DEAD HUSBAND.

The Princess of Braganza and Duchess of Oporto, widow of the Prince of Braganza, brother of the late King Carlos of Portugal, arrived at Naples from the United States recently with a silver bronze coffin weighing half a ton and valued at \$25,000. She intended to convey the body of her husband to Lisbon. The Prince, who died in February 1920, lay in a crypt at Naples. On the birthday of the Princess, the body was to be placed in the bronze and silver coffin and conveyed in an Italian warship to Lisbon, where it was to be buried beside the late King Carlos. "I could not find all over Europe the sort of coffin I wished for the body of the Prince," the Princess said, "but I had it made in the United States." The Princess was formerly Mrs. Philip von Valkenburg and was known some years ago as the "million dollar widow."

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG

PACIFIC SHIPPING.



THE BIG FOUR

EMPRESS OF CANADA	22,000 Reg. Tons
EMPRESS OF AUSTRALIA	19,300 Reg. Tons
EMPRESS OF ASIA	16,850 Reg. Tons
EMPRESS OF RUSSIA	16,850 Reg. Tons

ECONOMIC TRAVEL

THESE SHIPS ARE FITTED WITH EXCELLENT INTER-MEDIATE SECOND CABIN CLASS ACCOMMODATION.
HONGKONG TO ENGLAND-TIME 30 DAYS.

FARE: \$439.85 GOLD

INCLUDING FIRST CLASS SLEEPING CAR BERTH TO MONTREAL AND INTER-MEDIATE SECOND CABIN CLASS ACCOMMODATION ON EMPRESS OF SCOTLAND OR EMPRESS OF FRANCE, 35,000 AND 18,500 TONS RESPECTIVELY.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 752. Cable Address GACANPAC.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

Steamers	Tons	Leave Hongkong	Arrive San Francisco
TENYO M.	22,000	Feb. 11	Mar. 8
KOREA M.	20,000	Feb. 24	Mar. 21
PERSIA M.	9,000	Mar. 29	Apr. 24

Calling at Dairen and omitting call Shanghai.

Calling at Dairen. Call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA LANIA, JAPAN, HONOLULU, HILO, SAN FRANCISCO.

Steamers	Tons	Leave Hongkong
GINYO MARU	15,500	Mar. 1st
ANYO MARU	18,500	Mar. 31st
SEIYO MARU	14,000	May 13th

* Omit Manila.

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Managing Agents—United States Shipping Board.

EXPRESS FREIGHT SERVICE TO
LOS ANGELES & SAN FRANCISCO via MANILA.

S.S. WEST CHOPAKA	Due Hongkong	24th Feb.
	Leave ..	26th Feb.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS—THRU UNLOADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

For Full Information apply to

L. EVERETT, General Agent for Japan-China-Philippines	STRUTHERS & BARRY 1st Floor, Powell's Building 12 Des Voeux Road Central G. P. BRADFORD, Res. Agent, Phone No. 3003.
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VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.



(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about
RADJA	Amsterdam, Rotterdam & Hamburg	10th Feb.
ALDABI	Amsterdam, Rotterdam & Hamburg	5th Mar.
SAPAROE	Amsterdam, Rotterdam & Hamburg	1st Apr.
ROTI	Amsterdam, Rotterdam & Hamburg	10th May.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

PACIFIC SHIPPING.

DOLLAR LINE

ON THE BERTH FOR

NEW YORK via Suez.

S.S. "Esther Dollar"	Feb. 12.
S.S. "M. S. Dollar"	Mar. 12.
S.S. "Grace Dollar"	Apr. 11.

Los Angeles, San Francisco, Vancouver.

S.S. "Harold Dollar"	Mar. 7.
San Francisco, Seattle, Vancouver.	
S.S. "Bessie Dollar"	Mar. 30.

For Rates and Particulars apply to
THE ROBERT DOLLAR CO.
3rd Flr. Gen. Post Office Bldg. Tel. 775 & 799



Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.
For SEATTLE & VICTORIA, B.C.

Via Shanghai, Kobe and Yokohama.

S.S.	For	From Hongkong	Arrive Seattle
Bay State	For Seattle	Feb. 9.	Feb. 23.
Keystone State	For Seattle	Feb. 13.	May 10.
Silver State	For Seattle	Mar. 9.	Mar. 23.
Pinetree State	For Seattle	Mar. 23.	Apr. 11.

MANILA SERVICE.

S.S. Silver State	Feb. 27.
Pinetree State	Mar. 13.

Through Bills of Lading issued to Overland common points
Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

5th Floor, Union Building. PASSENGER OFFICE.
Telephones 2477 & 2478. Queen's Bldg. 2, Ice House St.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
REGULAR SERVICESAIGON-SINGAPORE-BATAVIA
and other JAVA PORTS.

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OPERATED FOR ACCOUNT OF U.S. BOARD.
OFFICES

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Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON
via PANAMA.

S.S. SATSUMA	20th February.
ENDICOTT	20th March.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.
THE ADMIRAL LINE
AGENTS.

Telephones 2477 & 2478. 5th floor, Union Building.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.
(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN OVERSTRATEN"

will be despatched to
Singapore & Belawan direct.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

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Telephone No. 1574

Agents.

PACIFIC SHIPPING.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS.
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS.
"NANKING" "NILE" "CHINA"

Trans-Pacific Service
HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.
S.S. CHINA Feb. 20th. at noon
S.S. NANKING Feb. 20th. at noon

Java Service
HONGKONG TO SINGAPORE & BATAVIA
S.S. NILE

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada.
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to nearly all points for principal Atlantic Ports.

C. T. SERRIDGE, GENERAL AGENT
PRINCE'S BUILDING
TELEPHONE, PASSENGER DEPT. No. 1934.
ICE HOUSE STREET.
TELE. FREIGHT DEPT. & AGENT. No. 2161.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK

Sailings from Hongkong.

"KEEMUN" via Suez Canal. 10th February.

† Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Watanabe c/o Nippackan Hotel, from Osaka.
Thurekawamaru c/o Okanokiku No. 18 Kaibogai, from Misumi.
L. Wahrik Waiyip, from Yokohama.
Hinglee West Yingpon Tram Road, from Shanghai.

Cheungkwan c/o Manshun-woo No. 29 Des Voeux Road, from Tientsin.
Manchushen 164 Queens Road, from Amoy.
Singkee, from Shanghai.
Leon, from Amoy.
Laeyewong, from Shanghai.
Osaka, from Osaka.
Honchekan Kwonglookseng, from Yokohama.

TH. KRINO.

Superintendent.

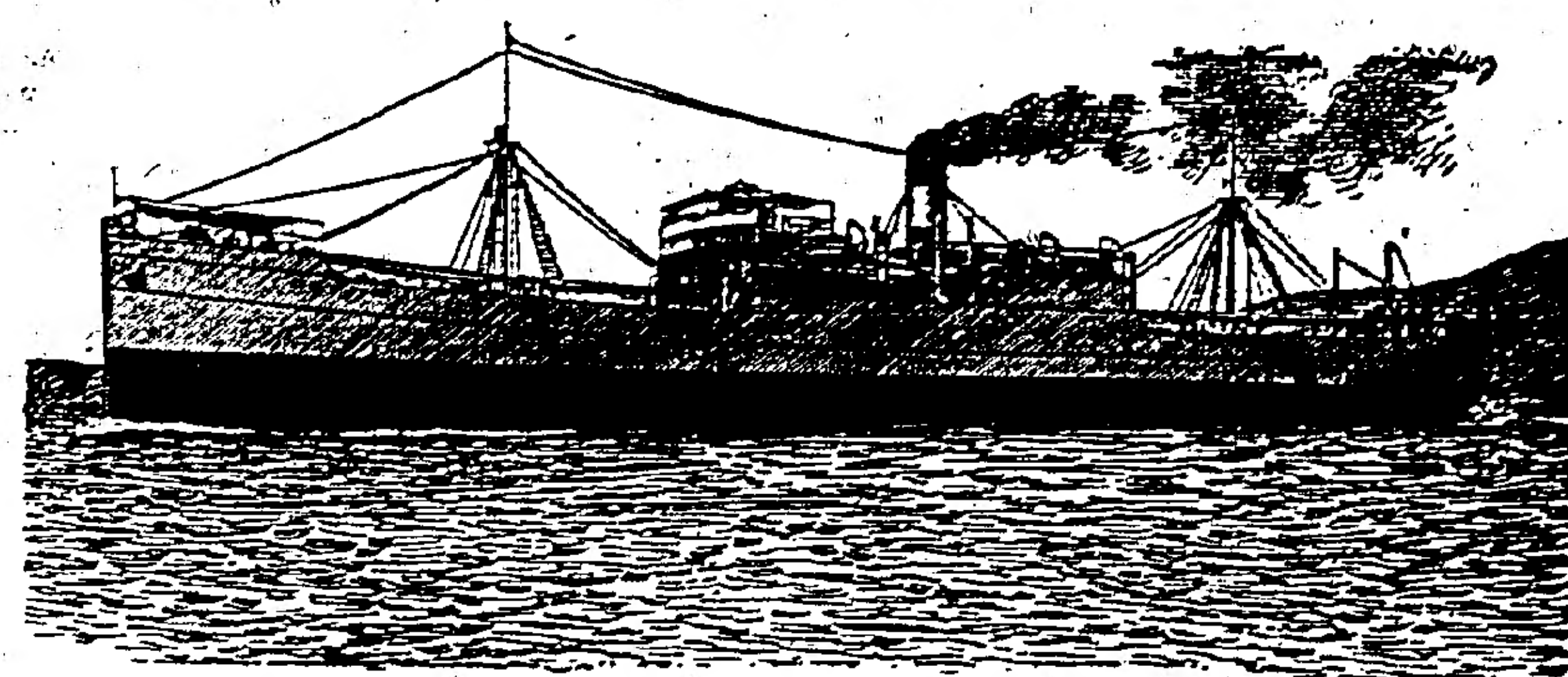
Hongkong: Feb. 8, 1922

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition.
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

H. M. DYER, B.S.C. M.I.N.A., KOWLOON DOCK, HONGKONG

COMMERCIAL NEWS.

PETROLEUM COMBINES.

The proposed amalgamation of Teikoku Petroleum Co. and the Asahi Petroleum Co., for which Messrs. Oka and Seijima, representing the respective companies have been negotiating is reported to have come to a deadlock. The Teikoku Company has found some quakers in Akita Prefecture and is about to increase its capital, while also importing and refining foreign crude oil. In the meantime, Mr. Hori of Nigata-ken has founded, with a capital of ¥50,000, an oil company under the name of the Hoden Petroleum Co.—the same name as that of the company absorbed by the Nippon Petroleum Co. some months ago. Recently, Mr. Watanabe Tokichi, which was formerly a Director and Auditor of the absorbed Hoden Petroleum Co. has been projecting the purchase of that newly-established company. Follow-up producers are in doubt whether his plan will prove fruitful, however.

BRITISH METHODS IN EXPORT TRADE.

It is always a matter for satisfaction when we find British methods commended by America. The particular instance we have now in mind concerns the high opinion entertained in the States of British methods in the export coal trade. America admits that partly because of her own mistakes, and partly through better British practice, she is losing many of those foreign markets she recently secured for her coal exports. The adoption of British methods is urged. British coals are sold on a colliery certificate basis, and their quality is well known to foreign buyers who are able to place complete confidence in the supplies received. Such confidence has not been justified as regards supplies received from America, where irresponsible dealers have made abundant promises which have not been lived up to. Reliability has been one of the main causes in Great Britain's success in this particular trade, and if for "coal" we substitute the names of other commodities the success of Great Britain in other branches of foreign commerce becomes equally apparent. There can be no better foundation for trade overseas. Moreover, it is admitted that export business in Great Britain is handled by men who have been trained to it all their lives, and their fathers before them. In competition for foreign trade other nations, compared with Great Britain, are very much in the position of amateurs in a trial of strength with professionals. Experience, however, will quickly equalise matters. In the meantime it is indeed satisfactory to note that our competitors admit that Great Britain's success is due to experience and to the maintenance of a standard of quality; that our methods stimulate praise rather than censure, and that other great nations regard them as examples to be studied and adopted by their own commercial and industrial interests.—Eastern Engineering.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

R.S.	Tons	From Hong-kong (about)	Destination
NAGOYA	7,000	15th Feb.	M's, London & Antwerp
DUNERA	5,400	25th Feb.	S'pore, Colombo & B'bay
KASHGAR	9,000	1st Mar.	M's, London & Antwerp
SICILIA	8,700	14th Mar.	S'pore, Colombo & Bombay

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,000	11 Feb. 9 a.m.	Singapore, Penang, R'goon via Singapore & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	6th Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

DUNERA	5,400	15th Feb.	Shanghai only.
KHIVA	9,000	12 Feb. 11 a.m.	Shanghai, Moji & Kobe.

Passengers for Rangoon must defray their own hotel expenses at Singapore while awaiting the carrying steamer.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passes Messing not more than 14ft. X 1ft. 11ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeur Road Central.

Agents.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

FUSHIMI MARU ... Friday, 10th Feb. at 4 p.m.

KATORI MARU (Nagasaki direct) Thursday, 23rd Feb. at 11 a.m.

MARSEILLES, LONDON & ROTTERDAM via Singapore, &c.

SADO MARU ... Friday, 10th Feb. at 5 p.m.

KITANO MARU ... Friday, 17th Feb. at 11 a.m.

HAMBURG via LONDON, HULL & ROTTERDAM.

MATSUMOTO MARU ... Sunday, 12th February.

LIVERPOOL, via MARSEILLES.

TATSUMI MARU ... Monday 13th March.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Tuesday, 14th Feb. at 11 a.m.

TANGU MARU ... Tuesday, 21st Mar. at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS.

TAKETOYO MARU ... Wednesday, 22nd February.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KANAGAWA MARU ... End of March.

BOMBAY via Singapore, Penang & Colombo.

TORUSHIMA MARU ... Saturday, 11th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Friday, 10th February.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 17th Feb. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTTORI MARU (Calling Nagasaki) Tuesday, 14th Feb.

CALCUTTA MARU (Omitting Shanghai) Monday, 13th Feb.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Desontale	Java	in port	—	Japan
Tjipanas	Java	in port	—	Saigon
Tjilwong	Amoy	in port	—	Java
Tjibodas	Java	in port	—	Japan
Tjimanoeck	Java	in port	—	Amoy/S'hai
Samarinda	Java	in port	—	—
Tjilini	Java	in port	—	S'hai/Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Arakan	S.F. Japan	in port	—	Java
Simaloer	Java	in port	—	S.F. Manila

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON VIA SUEZ.

S.S. "DAORE CASTLE" Sailing on or about 22nd Feb.

"BOLTON CASTLE" via Suez sailing middle of March.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "TRACIA" Sailing on or about 17th February.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" Sailing early March.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	in port	13th Feb.
CHANGSHA	in port	13th Feb.

These dates cannot be relied on.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

FREIGHT & PASSENGER SERVICE FAR EAST UNITED KINGDOM & CONTINENT.

HOMEWARD PASSENGER SERVICE.

Steamer	Sailing	From
City of Simla	12th Feb.	Shanghai, Kobe & Yokohama
City of Manchester	10th Feb.	M's, L'don, R'dam & H'burg
City of Simla	Middle of Mar.	—
City of Calcutta	10th May	—

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENARA"	18th February.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENNAVY"	11th Feb.	GENOA, L'DON, R'DAM & H'BURG.
"GLENLUCE"	22nd Feb.	L'DON, R'DAM, A'WERP & H'BURG.
S.S. "GLENSHANE"	23rd Feb.	GENOA, M'LES, L'DON & H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS

THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 349d.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MAVILA	Yuen-sang	Mon. 13th Feb. at 3 p.m.
YOKOHAMA & Kobe	Kwalsang	" " " at 5 p.m.
SHANGHAI	Walsang	" " " at d'light
HAIPHONG via Hoibow	Tak-sang	" " " at 10 a.m.
BANGKOK	Chun-sang	" " " at 10 a.m.
SANDAKAN	Mausang	" " " at noon
STRAITS & Calcutta	Fook-sang	" " " at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fook-sang" will be despatched on or about Monday, 13th Feb., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To S'hai
SHANGHAI	Hanyang	11th Feb.
SWATOW & SINGAPORE	King-yuan	13th "
BANGKOK	Kwangchow	" "
MANILA, CEBU & ILOILO	Taming	" "
PAKHOI & HAIPHONG	Kailong	" "

These dates cannot be relied on.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst electric fans. In Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

or Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Feb. 10, 1922

Agents.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haiphong. W. C. Farnmore.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. BORNEO MARU Sailing on or about 11th Feb.

"CHERIBON MARU" Sailing on or about 5th Mar.

Omitting Macassar & Balikpapan.

For Moji, Kobe & Yokohama.

S.S. MACASSAR MARU Sailing on or about 21st Feb.

"SAMARANG MARU" Sailing on or about 12th Mar.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. No. 296.

Second Floor, Prince's Building.

SHIPPING NEWS.

CASTING AWAY VESSEL.

Two charges of the casting away of vessels and defrauding marine insurance companies of the compensation moneys were heard recently before the Court at The Hague. The first case was that of the engineer of the steamer Doggerbank, who was accused of endangering the lives of his ship-mates and of having sunk the ship. The prisoner was found guilty and sentenced to two years' imprisonment. In connection with the same charge a tug-boat owner was sentenced to three years' imprisonment for having aided the other prisoner in sinking the vessel, in consideration of a bribe of 2,000 florins offered him by the convicted engineer. The second case was that of a skipper who, besides being charged with promising the sum of 2,000 florins to three of his crew for aiding in the sinking of the Doggerbank, was further accused of conspiring with two other men to sink his own ship, the De Noordree, and of receiving subsequent to the sinking the sums of 55,000 florins and 1,140,000 florins in respect of the two ships from the insurance company, by means of a false declaration. This prisoner was also found guilty and sentenced to imprisonment for three years.

ELECTRIC DREDGER.

A 20-in. suction dredge in use on the Sumas River in Washington was recently converted from steam to electric operation by the Marsh Construction Company. As now arranged the dredger has a total connected load of 1,322.5 h.p. with motors ranging up to 1,000 h.p. Current is used at both 2,300 and 440 volts, a cable and reel maintaining connection with the shore as the vessel moves forward. Power is taken from the 34,000-volt transmission line that parallels the line of operation of the dredger, leads running from it to a bank of three 500-k.v.a. transformers mounted on a scow moored to the bank of the river. This scow and the dredger are connected by a 1,000-ft. length of submarine cable carried by a reel mounted on a small scow fastened to the dredger. This cable is paid out automatically as the dredger moves ahead until all the cable has been reeled out. The transformer scow is then cast adrift and moved ahead in the slack, the submarine cable is coiled up on the reel, and a new connection is made between the transmission line and the transformer bank in its new position. The two largest power units on the dredger are the 1,000 h.p. motor that drives the main pump at the rate of 300 r.p.m., and the 150 h.p. motor that operates the cutter through a set of reduction gears. After the dredger had been in operation for a few weeks material was being handled at the rate of approximately 600 cubic yards an hour at a cost for power of from 1 to 1-1/2 cents per yard. Under normal operating conditions the dredger requires from 900 to 1,000 kw.

SALE OF U.S.S.B. SHIPS.

A San Francisco message gives the following further details of the proposed pool.—Mr. Alexander, the President of the San Francisco Chamber of Commerce, and Mr. Herbert Fleischer, acting spokesman for the United States Shipping Board, at a conference of the Chambers of Commerce of the Pacific Coast called to promote a \$30,000,000 shipping pool, urged the operation of the Shipping Board vessels as the nucleus for a great merchant marine fleet as a patriotic duty and sound business policy. Mr. Alexander said that he anticipated that the Pacific Coast ports would send a commission to the Orient to stimulate trade. The American Government wanted to go out of the shipping business and sell its steamers to a private corporation, strong enough to operate them as a trans-Pacific line. Mr. Fleischer said it was suggested that the Government ships should be sold at such prices and terms as would ensure the success of the proposed corporation, enabling it to take care of the needs of every important port on the Pacific Coast. "I believe," he continued, "that the President can put the line under Section 21 of the Merchant Marine Act of 1920, so that all commerce between the Philippines and the United States would be handled exclusively by American ships." Mr. Fleischer pointed out that this would entail various devices equivalent to subsidies and that to this end the President and the Chairman of the Shipping Board had said that the corporation would be given the transport service, the mail contracts, and other favourable conditions.

